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DECEMBER 1976

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RAILROAD Magazine

Adventurous Railroading and Rail Hobbies—Founded 1906

December, 1976
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FREEMAN HUBBARD
EDITOR

GORTON T. H. WILBUR
ASSOCIATE EDITOR

MICHAEL A. EAGLESON
STEAM LOCOMOTIVES

JIM EDMONSTON
DIESEL LOCOMOTIVES

BARBARA KREIMER
INFORMATION BOOTH

STEVE MAGUIRE
TRANSIT TOPICS

SY REICH
TECHNICAL EDITOR

HARRY C. EGNER
PUBLISHER

BILL BALGLEY
ADVERTISING MANAGER

ROBERT SMREK
PRODUCTION MANAGER

JOSEPH MUCCIGROSSO
CIRCULATION MANAGER

JOANNE KAPLAN
ART ASSISTANT

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Battling snow on Denver, Leadville & Gunnison in March '97, near east portal of Alpine Tunnel.

THE MAIL CAR where editors and readers meet

WE CAN'T REMEMBER when, if ever, we had a front cover whose beauty equals our current one by Nicholas Morant of Banff, Alberta, Canada, a special photographer for CP Rail. Throughout the years, Nick has supplied a number of dramatic covers for us and many black-and-whites. He is one of our *Interesting Railfans.* This pictures shows *The Canadian,* the flagship of CP's fleet of passenger trains. Nick made it with a Pentax 67 on color negative film at Bow River, mileage 113, about three miles east of Lake Louise, Alberta. The background mountains are referred to locally as the Lake Louise Range. One peak rises more than 10,000 feet above sea level.

"Like so many photos involving natural phenomena," he writes, "this one was sheer luck. It was a winter day. Two ladies visiting Banff had no car and little money to toss around, so I volunteered to take them for a drive. They said they were travelers on *The Canadian.* I offered to show them their train with a scenic background. Well, when we got there, it was a made-to-order view, and I set up my camera. The mist, which you notice, came from the fact that the weather had turned cold and the lake water was warmer than the outside temperature, causing a light steamy effect. Five minutes after the train went past, the mist vanished."

The other color-shot in this issue, on page 65, shows Erie Lackawanna 3303, a General Electric U-33 C, the former Delaware & Hudson 753, photographed by John D. Bartley, RD 6, Box 66, Clifton Park, N.Y. 12065, with an Excata IIb camera last January 14th at Hornell, N.Y. (Incidentally, editor Hubbard journeyed to Hornell to get material for the first feature he ever wrote for *Railroad Magazine,* a piece about an Erie hogger, many years ago.)

Eastbound D&RGW Moffat coal train from Phippsburg, Colo., takes to siding at Crescent, to let *Ski Train* keep to mainline on way to Winter Park, March '75.

Richard Loveman, 1238 Krameria St., Denver, Colo. 80220

The Personality Parade

JOHNNY MERCER, songwriter who won an Academy Award in 1944 for "The Atchison, Topeka & Santa Fe," died recently at 66. He also wrote "Moon River," "In the Cool, Cool, Cool of the Evening," and "Days of Wine and Roses."

THE RETIREMENT of Elizabeth Condon, a senior clerk on the Intercolonial and Prince Edward Island Railways, last June 30th, closed the books on that road's pension fund in so far as females are concerned. The fund was set up in 1907 and since then 11,305 employees got retirement pensions from it. On Aug. 7, 1929, the fund was closed to new members. Only six of its contributors, all men, remain in Canadian National service.

ELMER TRELOAR, member of the Michigan Railroad Club and contributor of many good photographs to *Railroad Magazine,* died September 1st in Highland Park, Mich., at age 72. His body was cremated. He had thoughtfully given us a large batch of unpublished photos for use when needed.

MARY ANN CAVANAUGH, a widow living at 94-13 85th Rd., Woodhaven, N.Y. 11421, became a railfan, she tells us, because she was born near the Long Island Rail Road (Feb. 27, 1927) and as a girl she excitedly watched the steam trains go by. Besides that, her father took her on many trips to enjoy trains.

"I saw railroads," she says, "in their most splendid years. It was unusual for a girl, like myself, to have railroad yard grease at the bottom of her heels. For years I have been taking pictures of trains, maybe over 10,000 in black and white and an equal number of color slides. I've also done some tape-recording of railroad sounds. I have public timetables from nearly 200 railroads, plus many employee timetables, rule books, dining-car menus, operating manuals, *Official Guides,* and sound recordings, as well as quite a bit of hardware. My personal library includes about 200 railroad books and a large file of *Railroad Magazine* and other rail periodicals. Of late, I've been acquiring equipment for a Pennsy model layout."

AN OVERSEAS fan interested in steam locomotives is Wojciech Pilarcztk, ul. A. Struga 43/16, 90-632 Lodz, Poland. He needs info., pix, magazines, etc., but cannot pay for them. He wants to hear from our readers. Although he can read and write English and has a good Polish-English dictionary, his knowledge of our language is only fair. So if you contact him, it might be well to write legibly and use words that won't be too hard for him to understand.

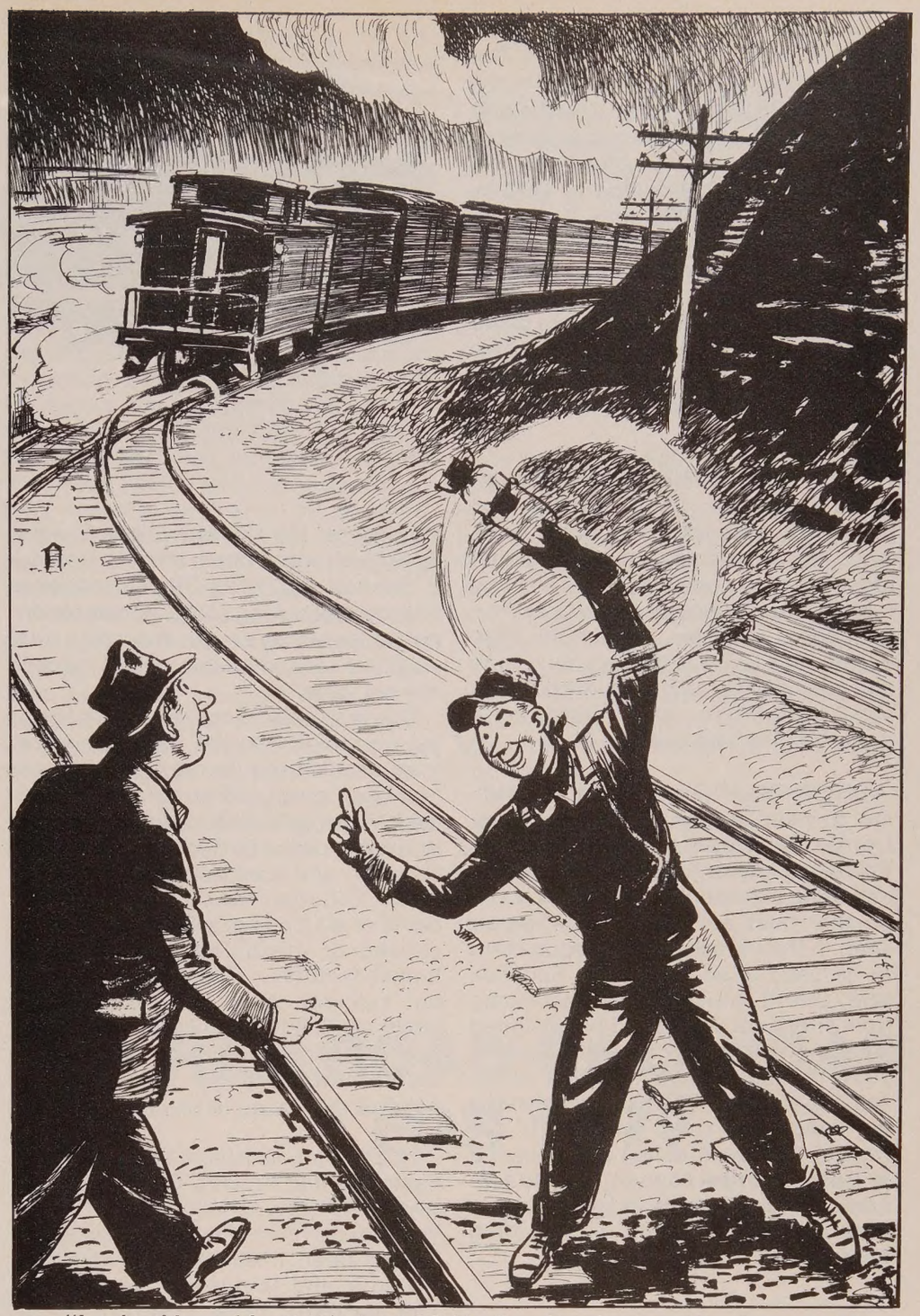
STEVEN FARRELL, a 19-year-old railway station assistant at Hurtsville, N.S.W., Australia, was on duty one night when a terrified young lady reported that a man had indecently assaulted her while she was seated on the station platform. The suspect fled. Steven pursued, seized him, and turned him over to the police, for which the assistant was officially commended and given a reward of $50, reports A. Mann. P.O. Box 3, Drummond 2047, N.S.W., Australia.

YOUR latest issue is good. It just about renewed my youth. The magazine is much nicer than it was in its woodpulp days. I am still working part time as a travel agent.—Al Franck, Box 312, Media, Pa. 19063.

WHERE can I buy 2 copies of Freeman Hubbard's book, *The Roundhouse Cat and Other Railroad Animals,* which I know is out of print?—Cecil D. Munson, P.O. Box 26338, Lakewood, Colo. 80226.

ALTHOUGH I am only 16, a high school junior, I work Saturdays and two evenings a week running The Phoebe Snow Model Railroad Shop. Its walls are covered with old lanterns, water cans, oil cans, etc. I hope some day to be able to buy a full-size steam locomotive and a business car or a caboose.—Mike Thomas, 29 Poplar Dr., Stirling, N.J. 07980.

JOE FRYE, age 12, was given a $50 U.S. Savings Bond the other day for having spotted a defective wheel on a passing Grand Trunk Western boxcar near his home in Potterville, Mich. He alerted the engineer, C.E. Fellem, thus preventing what could have been a serious derailment. Joe and his mother also were treated to lunch by the GTW management and taken on a tour of the yard facilities at Lansing, Michigan.



"Look, skipper! I got this here highball swing down pretty darn good!"
Drawn by Joseph Easley

Where It Came From

REMEMBER the Northern Pacific emblem? Known as the "great monad," it is a mystic symbol of eternal life, like the Egyptian scarab, with roots as ancient as the Sphinx and Pyramids. This same pictograph adorns the Korean flag. An Oriental philosopher, Chow Lien Ki, devised it to illustrate the philosophy of Fu Hi, a Chinese wise man, some time between 4000 B.C. and 3000 B.C.

The Northern Pacific was looking around for a trademark to match the appeal of the Great Northern goat, in 1893, when its chief engineer, E.H. McHenry, happened to see a Korean flag at the World's Columbian Exposition in Chicago. The NP then adopted this design without knowing what it signifies, because its graceful curves suggest their tracks winding through the Rocky Mountains.

Later, the Rev. W.S. Holt, a former missionary to Chica, spotted the herald in a Northern Pacific station window in Portland, Ore., and was the first to tell the management what it meant. He said its ancient name was Yang-Yin. It symbolizes the theory that all things are produced by the interaction of extremes such as light and dark, male and female, heaven and earth, force and matter, and heat and cold. Yang stands for the former of each pair, and Yin the latter.

In the dim past an early king of Korea adopted it as a royal emblem; and eventually it was emblazoned on the Korean flag. This explanation was a bit too esoteric for the practical-minded Northern Pacific brass collars, but they kept their trademark anyhow because they were then operating high-speed trainloads of silk from the Orient. So the railroad herald remained in use until the road itself was absorbed into the Burlington Northern. Even today, you can see occasional boxcars on which it has not yet been painted out. And in the Far East, the great monad is a good luck charm hung over doorways.

Our Monthly Newscast

BUILT by the Canadian Pacific at Angus Shops in 1929, the class R sleeping car *Rosemere,* one of 29 in a series, was bought by the First Unitarian Church at East Bridgewater, Mass., and its Standish Museum and was dedicated as a youth hostel. There are sleeping accommodations for 80 people in the car and nearby church. *Rosemere* made its last journey by rail from Montreal's Glen Yards to a siding in East Bridgewater. From there it was moved three-quarters of a mile by two cranes and two flat-bed trucks to the 251-year-old church.

TRAILER TRAIN CO. and its two-year-old American Rail Boxcars Co. (Railbox) expect to have a combined fleet of 86,981 cars on hand by the end of this year. Curtis D. Buford, president, predicts revenues of Trailer Train will increase from $209 million in 1975 to $250 million in 1976 and Railbox's earnings to soar from $16 million to $43 million during the same period. He attributes the success to service and the free-running, unrestricted nature of the Railbox fleet. Trailer Train's flatcars average more than 136 miles per day, significantly better than other rolling stock.

CHICAGO & NORTH WESTERN was forbidden by a circuit court judge, granting a temporary injunction, to remove any of its track, switches, buildings, or other portions from its line running from Madison east to Montfort Junction, Lancaster, Fennimore, Platteville, and Cuba City. The injunction had been sought by the Chicago, Madison & Northern Ry., which wants to acquire the line and operate it.

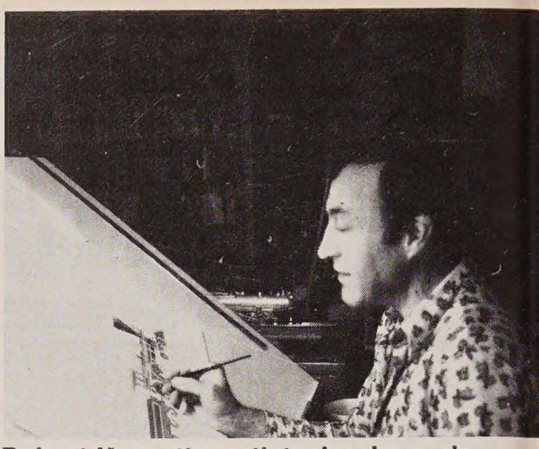
UNION PACIFIC will invest $6.6 million to build a new, semi-automated, freight-car-wheel repair shop in Pocatello, Idaho. According to John C. Kenefick, president of the road, it will be the most advanced wheel-repair shop in the industry. Some equipment to be used is so advanced, Kenefick said, that it could not be purchased from suppliers and had to be designed and built specifically for the Pocatello shop. An automated machine lathe, costing almost $500,000, will reshape the flange and tread portions of the wheels. Probes attached to it descend to measure wheel flaws in 10 to 30 seconds. The lathe deals in tolerances of thousandths of an inch in its cutting operations.

SOO LINE is ordering 300 new freight cars, doubling its previously planned new equipment purchases for 1976. Included are two hundred 52-foot, 100-ton, high-side gondolas for the movement of steel and scrap products and pulpwood, and one hundred 4,750 cubic-foot, 100-ton-capacity, jumbo, covered hoppers for grain and fertilizers.

NIAGARA JUNCTION RY. in Niagara Falls, N.Y., will get $860,000 in state funds for much-needed repairs. This line is in terrible condition because of lack of maintenance. The bad repair is considered to pose a major safety problem because of the chemicals shipped on it.

PROTESTING that the Federal Railroad Administration's Office of Safety tends to blame fatal accidents on dead

A RAILROADER FOR ME
I would not marry a gambler
Who's always drinkin' wine,
But I would marry a railroader
Who drives the forty-nine.



Robert Kern, the artist who drew pictures for six railroad ballad plates, one of which is shown here.

Photograph by David B. Tolins, Jr.

employees, the Railway Labor Executives Assn. sent a sharp letter to Donald E. Bennett, the Safety Office head, who is quoted as having said: "Accidents do not happen; they are caused, and a rule violation on someone's part is generally the case."

The letter also accused FRA of saying, in effect, that the tragedies were inexcusable because the dead workers had been given safety training. RLEA said: "We reject this viewpoint, which is totally unsupported by the yearly summary and analysis of railroad accidents. You reported on 694 train accidents of which nearly 80 percent were caused or attributed to other than human factors . . . Railroad workers are not suicidal. What a man does not know can kill him, however. The management did not choose to properly train a new employee; but FRA does not find this cause to be considered."

HOBO, canine mascot of the Western Pacific yard at Oroville, Calif., was missing for 20 days. At length he was found in a boxcar of maintenance material, having been mistakenly locked and sealed in and shipped to Pulga, Calif. The pathetic little creature, in a weakened condition, was returned to his home station. There, with good care and feeding, he recovered fully and went back to duty. Railroaders are, indeed, a tough breed.

BILL LOVELL, regional engineer in charge of one of the largest rehabilitation projects Norfolk & Western ever undertook, is a very busy man. On April 1, the road bought some 120 miles of badly-worn trackage and other property in five states from bankrupt carriers for $2.1 million. The major acquisition was the 98-mile line and trackage rights between Cincinnati, Ohio, and New Castle, Indiana. Today NW gandy dancers are working in the Campbelltown area.

NW's objective is to shorten its east-west traffic route up to 130 miles and speed east-west traffic, including transcontinental freight. To bring this about, the entire line, including an existing 15-mile NW branch between New Castle and Muncie, has to be rebuilt to mainline standards. In recent years, the former Penn Central line served as a little-used 10-mph branch.

In order for NW freight to move across the branch line two years from now at speeds up to 50 mph, the railroad will: (1) unload and place about 2,000 carloads of stone—enough to cover a football field a yard deep!—raising the track from 4 to 6 inches. This process lifts ties above ground level so they won't stand in water and thus decay. NW must also (2) replace about 123,000 bad ties, one out of every three; (3) lay continuous welded rail along 91 miles of the route, replacing older and less-hefty jointed rail; (4) completely rebuild all 165 public highway crossings; (5) upgrade about half of the 78 bridges, and (6) install modern signals and communications equipment to provide centralized traffic control and allow control of train traffic from a single dispatching point. So you can see now why Bill Lovell is so busy.

ROBERT KERN, who drew the half-dozen pictures for the first set of railroad ballad plates ever produced, lives at 1830 Spruce St., Philadelphia, Pa. 19103. One of his grandfathers was a Lehigh Valley shopman, besides repairing and engraving railroad watches for LV employes. His other grandpa worked in the Allentown, Pa., machine shop that developed a kerosene engine about the time Henry Ford developed his first gasoline engine. Another of Bob's relatives worked for the Pennsy, and still another built a scale model of a steam locomotive 5 feet high which pulled passenger trains over a mile of track, with switches and a trestle, at Bowmanstown, Pa.

Bob began building 0 gage scale models at age 16. Later he joined the Maerklin Enthusiasts, Inc., and collected both scale equipment and Lionel and AF tinplate. As an advertising illustrator he has painted many pic-

tures of trains and locomotives. One of them won a silver medal from the Philadelphia Art Directors Club. Others were used in national advertising and on calendars.

But his most unusual work—reproductions of which could last for centuries—was for the unique art plates put out by Certified Rarities, Inc., 1881 Dillon Rd., P.O. Box 369, Ambler, Pa. 19002. These plates are solid sterling silver with 24-karat gold inlay, or solid brass, 6″, 8″, and 10″ in diamater, expertly crafted, and individually engraved by Master Engravers of America. Prices range from $36 to $250 per plate, depending upon the size and metal used.

The railsongs represented are *A Railroader for Me, John Henry, Casey Jones, The Wreck of the Old 97, Big Rock Candy Mountains,* and *The Wabash Cannonball.* With each entire set ordered, you get as a bonus a new book by Freeman Hubbard telling in detail the factual history of these ballads.

Restoring a Railroad

POUNDING spikes and tamping ties is not some people's idea of a hobby. But for the Sumpter Valley Railroad Restoration Association, it's the *raison d'etre.* Two hundred volunteers in Baker, a small East Oregon community, are restoring the Sumpter Valley Railroad, originally built in 1910 for the burgeoning logging and mining industries. The pike was abandoned in the early 1940's, although the ties were salvaged and used elsewhere. Only the roadbed was left.

George Eccels is a descendant of David Eccels, one of the founders of the original line. He said it's fun to plan a railroad, but laying ties and tracks is hard work, especially if you've worked all day on a regular job. The group formed in 1971 and immediately asked the Union Pacific whether it wanted to help restore the track. UP donated nearly two miles of 36-inch track and helped haul a 1910 woodburning Heisler from Idaho to Baker.

Nels Christensen, Association president, said he'd like to get more track from UP so they could extend the run from its present two miles to six miles, all the way from the depot to Sumpter. The association managed to beg and borrow enough money to buy the Heisler from Boise Cascade Corp. for $7,500, and about $20,000 worth of rolling stock, including some open-air observation and flat cars.

The Conductor Vanished

Years ago, I read where a car in the middle of a freight train uncupled itself, jumped the track, and rolled down an embankment, and the two portions of the train recoupled. This caused quite a mystery as to what had happened to the missing car. I know of a situation where a train lost its conductor somewhere enroute. This occurred in the spring of 1920 on the Ute Park, N.M., branch of the Santa Fe. Ute Park is 63 miles west of Raton, N.M. The line has since been abandoned for years.

An inspection train consisted of four business cars—Nos. 19, 22, 4, and 17—assigned respectively to Superintendent Myers of Las Vegas, N.M.; General Superintendent Bristol of La Junta, Colo.; General Manager Parker of Amarillo, Texas, and Vice President of Operations Wells of Chicago. I was Parker's secretary. We were running special over all the Western Lines. Frequently in going out on a branch we rolled at night in one direction to save time.

We left Raton in the wee hours of morning and were due about 7 a.m. in Ute Park, where the train would be turned. This was a picturesque line,

Westbound New York Central 4-6-4 No. 5290 leaving Jackson, Michigan - July 5, 1948
Elmer Treloar
JUNE 1977
SUN MON TUES WED THUR FRI SAT
1 2 3 4
5 6 7 8 9 10 11
12 13 14 15 16 17 18
19 20 21 22 23 24 25
26 27 28 29 30
MAY
JULY
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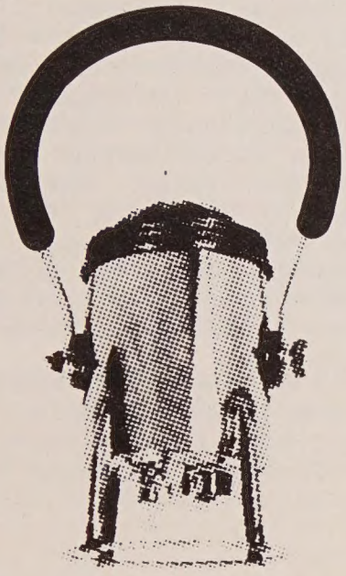
The Conger Lantern



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particularly the last 13 miles where the railroad, in a canyon, crossed and re-crossed the brawling Cimarron River. ("Cimarron" in Spanish means "wild.") There was not much at Ute Park then and little more today. Agent F.B. Strong was also the postmaster and game warden and ran a little grocery store on the side. Outbound loads consisted of mine props (lumber) with an occasional carload of ore from some mine. Inbound shipments were supplies for the back country. The elevation is about 7,000 feet.

When we arrived at Ute Park on that bright chilly morning, there was some commotion. Our conductor had vanished! Agent Strong didn't come on duty for another hour and the station was locked. With all that Operating Department talent on board, we really didn't need a conductor. As nothing could be done about the matter, we began our return journey to Raton.

When we reached Colfax, 26 miles from Ute Park, our conductor was awaiting us! Understandably, he was rather embarrassed by what had happened. He said that during the night when we were going upgrade at a slow speed and he was passing between the cars, he thought he heard a noise like something dragging.

Going down to one of the bottom steps, he was looking along the side of the train to see if any sparks were flying when the train suddenly turned a curve, he lost his grip and went down an embankment.

Except for a few scratches, he wasn't hurt, and he hiked back to Colfax. The brass collars on board the train—aside from the newly-appointed vice president—were so busy scurrying around because of his august presence that no official action was ever taken of the incident.—Edward Mahoney, 5418 Ellsworth Ave., Dallas, Texas 75200.

(Ed. note: The biggest mystery of the entire railroad industry was the disappearance of Dr. Rudolf Diesel, father of the diesel locomotive, from aboard a ship crossing the English Channel from Germany to England in 1913. Dr. Diesel was a German engineer, born in Paris in 1858. He may have fallen overboard, but more likely he was murdered by agents of the Kaiser who thought he might sell plans of the diesel engine to the British Government, shortly before World War I.)

Views and Reviews

IF YOU EVER visit Marshall, Mich., don't fail to see the marker in front of the small frame house at 633 West Hanover Street in which the Brotherhood of Locomotive Engineers was founded in April, 1863. A few Michigan Central hoggers met there to lay the groundwork for the BLE, which was organized May 8th of that year. It was the home of Jared C. "Yankee" Thompson, who, along with William D. Robinson, led the movement in its infancy. Robinson became the Brotherhood's first grand chief engineer and held that office until 1864, when Charles Wilson took it over for the next decade. A local historical society donated the bronze marker, which atands on top of a pole.

WHAT is a shortline? How long is it and how many of them are there today? Sy Reich sets an arbitrary figure of 400 miles or less. Going through the ICC's *Statistics of Railways in the U.S.* for 1909, I found a total of 81 short railroads owning a total of 3,388 miles of trackage (average, 41.83 miles) and operating 3,505 miles (average, 43.27). Seventy railroads owned a total of 3,395 miles (average, 48.47) and operating 3,586 miles (average, 51.23). The ownership score in those days was 118 "independent" and 33 "subsidiary lines." Averaging them all up, I would define *short line* as one owning 44.91 miles and operating 46.96 miles of rail, or roughly under 50 miles.

Now I'd like to ask a question: when did Central Pacific pull up its track from Folsom to Roseville Jct., California? My guess is October, 1864.—Donald B. Robertson, 585 Oakfield Lane, Menlo Park, Calif. 94125.

A FEW weeks ago, on a train, I passed a private Pullman compartment, when the door suddenly opened and there emerged four fine-looking American businessmen. The compartment was exceedingly small and practically solid with smoke. Now, here were intelligent human beings engaged in enterprises which require shrewdness, but they didn't have sense enough to know that they were doing themselves irreparable harm by being cooped up in such a small room so filled with tobacco smoke.—J.I. Rodale, in *Prevention* Magazine.

MIKE EAGLESON'S article on "Steam in Brazil Today," (Aug. issue) drew a lot of favorable comments. For example: Bill Plack, 939 Rita Dr., Pittsburgh, Pa. 15221: "That's the best steam article I've ever read in any magazine. The photos also are great." And George S. Mitchell: 606 Rambling Rd., Grand Junction, Colo. 81501: "Your pictorial story of the VFCO makes me want to visit Brazil. Would it be possible to organize a small group to make such a trip this winter?"

ON THE SUNDAY morning of July 26, 1903, train No. 1 pulled into the Gulf & Interstate Railroad station at Beaumont, Texas, just 1,040 days late! It

started out from Galveston on Sept. 8, 1900, but was stalled midway between the two cities for nearly three years! We've ridden some pretty late trains ourselves, but nothing like that—ours were just a few hours behind time at the worst.

No. 1 had been stalled by wind, rain, and flood, but was finally rescued and completed its run. Of its original passengers, some had died, while others had walked or ridden away in wagons. The same battered Eight-wheeler that had left Galveston eventually pulled the same coaches, weather-beaten and delapidated, to the destination that should have been reached in four hours. A gala celebration locally and world-wide publicity marked the belated arrival.

APROPOS of Bert Lanning's letter in our November issue mentioning a train order which read "Elephants on track . . ." *CP Rail News* tells of a train order advising: "Watch out for buffalo on right-of-way at mileage forty-three Red Deer Sub." There were real buffalo involved. On at least one occasion a prairie denizen strayed through the fence of the Alberta farmer who raises them and onto railway land. CP special photographer Nick Morant, who made our current front cover, even recalls an order issued in the White River subdivision that advised: "Watch out for funeral procession along tracks at Missanabie."

Railroading Overseas

FRANCE plans to put a "Train of the Year 2000" into operation 18 years early—in 1982. It will link Paris and Lyons in two hours, compared with three hours 47 minutes at present. The new electrified track, almost in a straight line, will cut the distance between the two cities from 320 to 250 miles. Average speed will be 152 miles an hour, with spurts of 187 miles.

THE RIVIERA EXPRESS roared out of the Simpion Tunnel in the Alps at high speed the other day, flew off a curve, and overturned, killing six persons, injuring 34 and blocking one of Europe's main traffic arteries.

Swiss Federal Railways officials said the express failed to slow for the curve, but they had no explanation because the engineer was among those killed.

Most of the coaches overturned and buckled before they ground to a halt just outside the north portal of the 12.3-mile tunnel, the world's longest, linking Italy and Switzerland.

YEARS AGO, Fritz Maldener, now 41, had a vexing problem. A highly successful West German music publisher, composer and arranger, Maldener needed a studio sufficiently isolated for him to play his sophisticated tape-recording equipment at a volume that would drown out the roar of a train engine. His solution, reports *Time* magazine, was to set up shop in the very place where engines used to roar. For $12,000, he bought an abandoned railroad station in Furth and remodeled it into an attractive work space.

Maldener is one of a growing number of West Germans who want to own a train station. The Bundesbahn, of Federal Railway System, has sold some 60 railroad buildings, including stations, signal boxes and sheds, to private individuals or groups.

A WORLD RECORD for rebuilding a major rail bridge—over Carlachy Creek near Bogen Gate, N.S.W.—in five hours is claimed by the Parks Way and Works Branch staff of the New South Wales Government Railway, reports A. Mann, our Australian correspondent. A work force of 80 men working in bitterly cold conditions started to pull down the old wooden structure at 6:30 a.m. after the passage of the *Indian Pacific* train. They then removed 300 feet of track, laid 132 concrete beams each weighing 3½ tons, and reballasted, and relaid the track. The concrete beams were prefabricated at the PTC's own Prestressed Concrete Works at Clyde.

TRAVELERS aboard night express trains in Europe are being robbed regularly. The thieves reportedly open a compartment door slightly and spray the inside with chloroform from an aerosol can. Within minutes the unwitting passenger is slumbering and the outlaws help themselves to money, gems and other valuables. These are put in bags that are thrown from the trains at predetermined places, where the loot is picked up by accomplices.

Many holdups on the Paris Metro are reported by tourists and natives, who say the underground line is especially dangerous at night. Several have been held up by youths who go from train to train ripping off whatever passengers are carrying. Among those recently robbed there is Susan Marx of Palm Springs, Calif., widow of comedian Harpo Marx. Furious at the young hooligans who were holding her up, Mrs. Marx struck at them ineffectually with her handbag.

JAPANESE National Railways caught more than 4.4 million riders cheating on their commuter passes and tickets during a six-week crackdown that began last July 20th. The carrier said it has run up a deficit equal to more than $10.5 million since 1964. About 41,000 rail workers were mobilized during the campaign to

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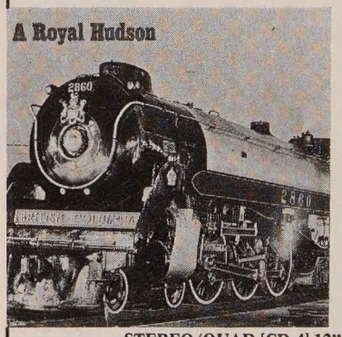

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check riders at all points, entry ways, inside trains, and at ticket windows. The line said the campaign brought in gross revenues of $8.6 million for a soaring increase of 60 percent, compared with the same year-earlier period.

On British Rails

LONDON'S Waterloo Station, famed in song, story, and movies, is undergoing its biggest improvement since Queen Mary reopened it in 1922 as "Europe's most extensive and up-to-date rail terminal." Being eliminated are the old kiosks and barrier gates to each of the 21 platforms which make up the 760-foot side of its two-acre concourse used daily by 180,000 passengers. A new steel structure is being built to support a modern 68-foot electronically-operated indicator system plus modern advertising display screens fronting a new station control center and an extension of existing high-level staff rooms. As everybody knows, the station was named for the battle of June 18, 1815, which overthrew Napoleon.

PHYLLIS FOGDEN, a dishwasher in a restaurant at the Blackpool seaside of England, spends every night traveling around northwest England on six trains. "Slumbering away on train after train is just perfect," she said. "I sleep like a log, and everyone is so polite."

Phyllis, who is 51, buys a "regional runabout" ticket for the equivalent of $12.42 a week, which entitles her to unlimited travel over a section of the railway network. Nightly she takes the 8:40 from Blackpool east to Preston, changes to the 9:52 going north to Carlisle, takes the 1:30 a.m. south to Wigan, and heads north again at 3 a.m. to Barrow-in-Furness.

Arriving there at 5:50, she walks in the park and eats the breakfast she takes with her, feeds the pigeons, and then boards the 8:40 to Preston. Then she has time for a cup of tea before catching the 9:06 west to Blackpool and work at 11 a.m. Phyllis admits taking to the rails because it's cheaper than a rooming house.

ALBERT COX, a retired engineer 92 years old, now living in Nova Scotia, worked in Great Britain almost 50 years for the old London, Midland & Scottish. Several times he pulled the Royal Train. During the war years he often had to drive virtually blind because of the blackouts, relying on "track sounds" to establish his location. One evening at the height of the London blitz a German bomber pilot tried to blow up his train just outside Houston Station.

"We couldn't see him follow us, of course, because of the blackout shades on the windows," Al said. Later, someone told him that although the pilot missed his target, it wasn't by much. The aircraft was shot down later that same evening. Bombs fell so close, Cox recalls, that the heavy locomotive was jumping around on the track. Three bombs destroyed a turntable his engine had left only seconds previously.

Years and Miles Away

RELATIVELY FEW British rail enthusiasts were buying *Railroad Magazine* (then called *Railroad Stories)* 43 years ago. It is doubtful if many of us knew that this highly-entertaining and informative magazine existed. To most buffs domiciled in southern England, as I was then, the vision of a dour, hard-working Ten-wheeler lifting her train through the mist-wreathed Scottish hills was exotic enough.

But one day in 1933 a boy of 14, meaning me, came by chance upon your fascinating journal, buried among what seemed like tons of American woodpulp magazines—back numbers of *Nick Carter, The Shadow, Black Mask, Dime Western,* etc. A half-hour spent digging into an awe-inspiring pyramid in an English store could sometimes be rewarding. One such occasion found me mining this mixture of mayhem, mystery, and terror and suddenly finding a copy of your magazine with a bold front-cover illustration of a locomotive in an Indian jungle and a tiger threatening the native fireman. After handing the equivalent of five cents to a counter assistant, I went home clutching the October 1932 issue of *Railroad* and not forgetting to look out for stray tigers on the way.

I can still remember reading an article on jungle railroading in that magazine, several fiction stories, a locomotive roster of the Milwaukee Road, a question-and-answer section called *By the Light of the Lantern*, and the old *International Engine Picture Club.* Other outdated copies of *Railroad* were hard to come by in those days, but I did learn from the contents page that current issues could then be bought in London from Messageries Hachette, 3 La Belle Sauvage, Ludgate Hill.

To me this address suggested a Paris quarter of ill repute rather than a busy, respectable English business section. Would my order be dispatched by a sallow-faced Frenchman clad in a beret and striped jersey, while nearby a slit-skirted mademoiselle shot smouldering glances at him? Perhaps after handling my esteemed request they'd break into a passionate Apache dance. Even if they did, I could not complain, for *Railroad* always came promptly on the occasions of my infrequent orders, and each issue gave me much enjoyment.

But your magazine was not my first glimpse of the U.S. railroad scene. Already I had seen Hollywood movies with Southern Pacific locos in epics of the iron road. One such movie—by Paramount, I believe—concerned the plight of persons trapped on a runaway circus train, with Charles Ruggles supplying comic relief to the nail-biting events. Another film—by 20th Century Fox—portrayed characters you wouldn't care to be seen dead with. It wasn't notable for the quality of spoken words ("Give him the works, Gus!") but for the opening scenes which, surpris-

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ingly, had been shot on the Tonopah & Tidewater and included a fine broadside sequence of a passenger train in early morning desert sun.

The locomotive which, to me, most truly reflected the character of American steam power in its halcyon days was not the mighty Mallet, despite its impressive proportions and heroic performance, for in truth this earthbound leviathan was not one locomotive but two. Nor would my choice be a streamlined wonder masquerading in silvered fancy dress, bereft of the visible hardware which combined to make even some lowly switchers a joy to behold.

Without doubt, the crowning glories of an engine are its smokestack, its domes, and all those other adjuncts deemed necessary for the well-being of the machine's innards. The stack may convey an air of bland assurance, of ill-concealed impatience, or perhaps puckish humor. A lot depended on the flair of its designer or, in later years, on the perfunctory administrations of some backshop surgeon, anxious only to get his patient back on its eight, ten, or twelve wheels.

An engine which looks like an engine should, with all its protuberances in the right places, be as imposing below waist level as it is above. The Mikado fits these requirements perfectly, a machine of splendid versatility, the epitome of U.S. railroads. The "Mike" used to be as much part of the scene in New Mexico as in New Hampshire, its drifting smoke trailing the prairie lands, its eager chatter sending leaves a-tremble in the forest lanes. Sometimes, you might say, it flew as the wind, disturbing the mid-day somnolence of wayside stations and, like a good shepherd, herding its flock in countless freight yards. The Mikado seemed to be everywhere.

After years of separation from *Railroad Magazine,* I came across it again in unexpected quarters. The year was early 1946. I was languishing in Egypt, all military duty done and, like thousands of other servicemen, waiting for passage home to Britain. While searching around for souvenirs for my family in the narrow and noisy streets of Suez, I came to a shop which appeared to offer everything from peanuts to stuffed camels. Inside, the light was dim. The air was heavy with the smell of carpets, leather, and less salubrious odors. It took me some time to get used to twilight after the hard bright glare of the street, but my eyes gradually adjusted. I looked slowly around at the vivid carpet patterns, the leather handbags, sandals and sheepskins, and then a picture of a shirt-sleeved man hunched tensely over a telegraph key.

Several seconds ticked away as I stared at that picture, set high on a dusty shelf, and several more seconds before I realized that I was admiring the cover of a 1942 issue of *Railroad Magazine.* Other issues of the same publication were ranged along that shelf. Soon I sensed that I was not alone. From the dark recesses at the rear of the building I saw a shadowy figure emerging.

Presently I could distinguish this figure as the proprietor. His hands were clasped as though in supplication and his lips were stretched in a smile which

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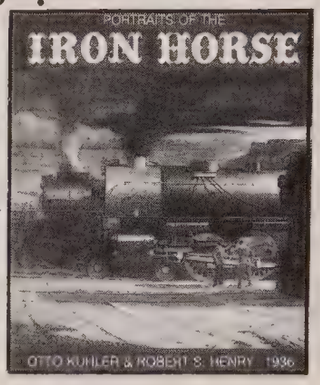

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NRHS 1976 Philadelphia convention provided good train riding, and places to get good pix, such as ConRail GG-1 at Lancaster, Pa.

Bob Storks, 1421 Arch St. Philadelphia, Pa. 19101

might have been causing pain, for there was little humor in the hard businesslike ways. Using a hair-raising mixture of Arabic and French, sprinkled with a few British Army terms, I approached this dark gentleman with what I considered to be a reasonable offer for his collection of *Railroad Magazine*.

His response was immediate and somewhat alarming. His arms flew into jerky motion as though he was about to lead an invisible orchestra into a lively Russian overture, meantime uttering some Arabic phrases which might have been slanderous. These verbal and gymnastic exchanges went on for some time. The home team evidently had the advantage, due to the inabililty of the visiting team to weaken the defense of Eastern guile. Many minutes later I was back in the sun-bright street, less affluent but lugging about a dozen issues of *Railroad*. I am grateful that the old buzzard hadn't tried to sell me the Great Pyramids.

Most of what I know today about U.S. railroads has come to me by way of the printed word in your magazine and through the magic of the silver screen. I have seen American locomotives actually at work in Algeria, Britain, Egypt, France, and Tunisia, but sadly never upon their native soil. However, from the pages of *Railroad* it has been possible for me to get a fair impression of your nation's roads throughout the steam age.

In spirit I have traveled on the Atlanta, Birmingham & Coast, the Central Vermont, the Wabash, and countless other lines, some of them perhaps not now remembered except by those to whom they hold a special significance. From Maine's rocky coast to the pine and hemlock forests of Washington State, from the Florida palms to the three-pronged giant cacti of Arizona, I have traced the iron way, always with pleasure and with the variant steam locomotive in the foreground, its wailing voice deep and clear across the boundless land.

I am glad you still have space for fiction stories and I wish you'd run more steam rosters—in fact, lean more heavily to the steamy side of things. On the lighter side, I have learned from *Railroad Magazine* that a *hogger* is not a swineherd, that a *gandy dancer* is not a kind of gigolo, that the *Frisco* is not something like the tango, and that the *Big Four* is certainly not a Chicago crime syndicate. All this, and a lot more, for a down payment of a nickel in 1933! Have I graduated?—Kenneth Bailey (a friendly Redcoat), 27 The Bines, Glehonger, Hereford, HR2 9RA, England.

(Ed. note: We like your letter so much, Ken, that we have let it run probably more fully than anything else in the long history of this department. We hope some day you'll be able to visit the U.S. to see our railroads and drop into our office to say hello.) ●

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Lawrence Gibbs, editor of club's *The Dispatcher*, 623 McFarland Ave., Stillwater, Okla. 74074

DYNAMITE IN THE FIREBOX

by Otto Kuhler

DURING World War I, as a construction engineer, I built a logging railroad in the Ardennes Forest of Belgium. While pushing the track ahead, we sometimes found it necessary to detour around graves that had been there for centuries. This part of the Ardennes, open to the gale from the North Sea, infertile, desolate and high above Belgium and Holland, is a trap for many foot travelers during the winter. On those black, open moors I often relocated my line to avoid a mosscovered cross showing where some traveler had been trapped in a blizzard, one or two as early as 1490.

The government had tried to reforest the moors, planting pines which did well till they were twelve years old, when the main roots would hit a solid layer of clay and die. Paths narrow—to right and left were only heather and moss—and heaven help the traveler who missed the narrow trail and fell into one of the clay holes on either side. Yelling "Help!" would bring no one, because nobody lived there. The only living things I saw were bees and copperheads.

I had been drafted into the German Army and sent to Belgium. My assignment from the Luik Shops was to put under steam just about everything on wheels. The Belgian had a lot of beautiful relics, some dating back to 1864. Their only good engines were 4-6-2's, which were then—and for many years later—among the most powerful passenger haulers in Europe. Each was equipped with two high-pressure and two low-pressure cylinders, a superheater, and an enormous Belpaire firebox.

By December, 1914, we had things pretty well in hand and had hired back many of the Belgian engineers to serve as firemen. I had the advantage of speaking their language. As they were a more or less good-natured lot, I got along fairly well with them. Although there was a lot of crazy and foolish work to be done (as always when military brass hats start railroading), in general it looked like a Happy Christmas.

Around December 15th, I had chased a powerful "class 10" through the shops and was just taking her out on the ready track in the late afternoon. I received orders, as there was no engineer available at the time, to back the empties over the grade toward the German border. So far, coming down the valley, the empties had been handled by a German (0-8-0) type. This small but powerful engine stayed at the head, and my loco was supposed to do the pushing.

I had picked a serious-looking fireman named Maurice. He had come to the shops with first-class engineer's papers and claimed to have run a "class 10" before.

Just before we started, a captain appeared in the cab. He had never ridden in one before and here was his chance. The first order I received from him was to speed up. Not being militaristic myself, I made it unpleasant for him and his shiny uniform. Expecting a lot of crazy orders and queries, I played with every valve and petcock that would let off steam in the cab in hopes of getting him to go away. Besides, I got Maurice to put in plenty of fire, and when the valves started to pop and roar he had to leave me alone with questions and orders.

It would have been a nice evening if it hadn't been for the presence of the captain. We got his important empties over the hump after some hard pushing and clanked into the yards of Mornet. Then we coupled and left.

Around 8 p.m. a long troop train pulled on the mainline and I was ordered to take it down to Luik. I didn't like the idea, for the weather was part snow and part rain. After some waiting, I was called into the station manager's office, where a captain of the engineers told me to be extremely careful.

To play safe, another German engineer—named Charlie—was assigned to my cab to keep a sharp lookout on the other side while we were running. We quickly became friends and soon we were given a highball. Running backward meant that our backs were unduly warmed by the boiler, while our faces became caked with ice, for it was a cold winter day.

After we got on the down grade I eased the air on and off and had things pretty well in hand. Maurice was sitting on the coal and the briquettes. Just as I opened the throttle a bit after a sharp turn, I saw a train coming up on the other track, doubleheaded and blowing furiously. At that time we were on a high viaduct.

The next second the fire-door banged open—something burning flew past my face, shot through the air, and then in one blinding flash my head hit the window frame and I fell to the deck. The engine lurched a bit, rocked and finally came to a grinding stop just out of a tunnel. On the other track the doubleheader roared past up the grade.

Instinctively I stopped her, and there we stood in the pitch-dark night and driving sleet. Behind us lay the gaping hole of the tunnel and not far in front was another viaduct.

It happened this way: Charlie, who had his wits sharpened by rumors and orders, had kept an eye on Maurice when he looked after the fire from time to time. He saw the Belgian fireman throw in with the coal briquettes something which had the shape, size, and color of a briquette but which did not look right to Charlie. When he sought Maurice half a minute later, the fireman was gone.

In a flash it dawned upon Charlie that there was sabotage. He jumped down, tore open the fire-door, and reached into the flames, burning his hand badly. But he got what he wanted—a small parcel, partly ablaze. That was what had passed my head. The package of dynamite disguised as a briquette exploded in the air nearby!

After a short inspection we were glad to leave that spot. Finally we rolled into the yards of Luik. We had to answer a lot of questions before being released, Charlie with a burned hand and I with a sick feeling.

We got a few days off and made a job of it. Charlie got decorated; he deserved it. During these few days we talked about it alot and agreed that if we had not gone downhill with a slow-burning fire, the roaring flames in the firebox would have consumed the wrappings of the bomb and blown all of us into eternity.

LIFE IN THE CAB AT 90 MPH

Text and Photos by

BILL WITHUHN

Jack Garver holds eighth notch and 70 mph with *Lake Shore Limited.* Barco speed recorder at top, air gauges and loadmeter below, airhorn lever by Jack's gloves, dynamic brake handle back in "off" throttle in his hand, and reverse lever below. Automatic air brake handle and independent brake handle at left.

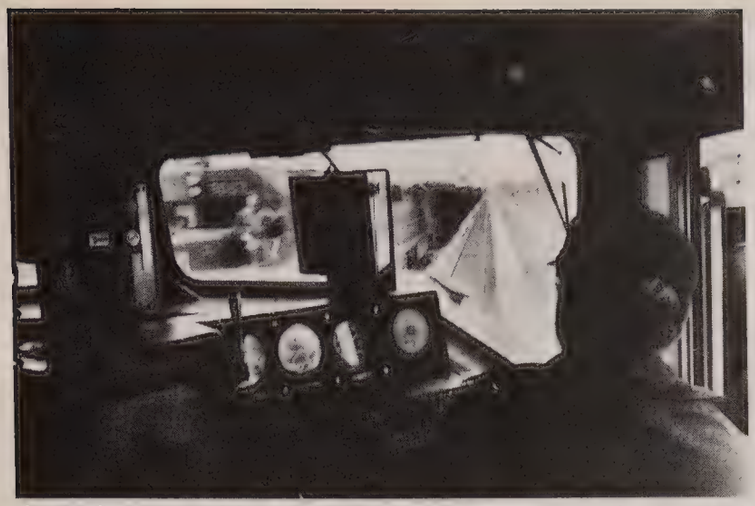
AMTRAK'S *San Francisco Zephyr* holds a blistering 90 miles per hour across most of Wyoming. *The Lake Shore Limited* hits an exhilarating 75 on the rails of the Toledo West Division. The low-slung Amtrak *Turboliner* averages a fast 70 for most of its way between Chicago and Milwaukee. Viewed from the head end, these rides are among the genuine thrills in railroading today.

Last month in these pages we took the role of a passenger traveling across the country and back, noting fresh improvements in long-haul train services. This month, let's find out what Amtrak is like from the engine crews' point of view. Together we'll ride the cabs of Amtrak's two most-noted prime movers: the 3000-hp SDP40F and the 1140-hp power unit of the RTG *Turboliner.* Let's see what the big SDP's are like on *The Lake Shore* and on *The SF Zephyr,* and then experience the *Turboliner's* pace from the head end of the popular through service between Milwaukee, Chicago, and Detroit.

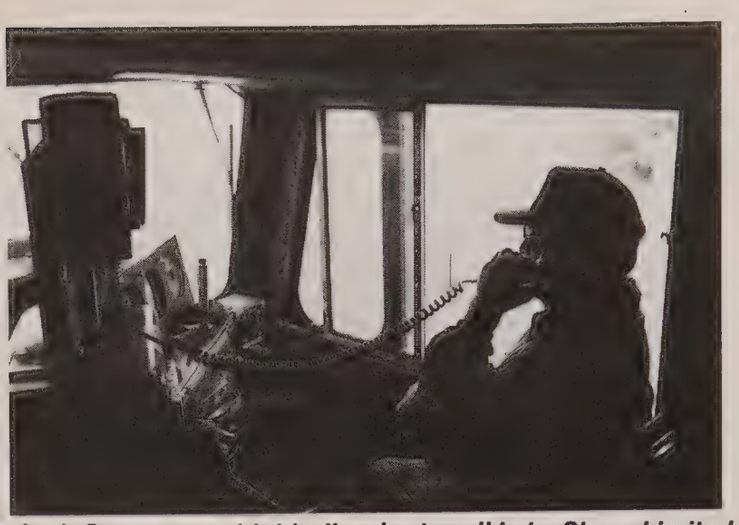
On a bright May morning, SDP40F 598 stands in Central Union Terminal at Toledo, Ohio. Behind are coupled E8 341 and the ten cars of the westbound *Lake Shore Limited.* Great clouds of vapor rise from the train's steam heat lines. Engineman Jack Garver waits impatiently at 598's helm for a highball, for it is already five minutes past the scheduled 10:00A departure time. Fireman Owen Flynn keeps an eye on the home signal and on 598's steam generator gauges.

The highball comes at 10:12. Jack Garver puts away the cab telephone and slowly opens the throttle. The combined 5250 hp of the two diesel units responds smoothly, and *The Lake Shore* is on its way. We roll past Delta station, our stacks bellowing, and then accelerate past the Detroit, Toledo & Ironton yards west of town. Engineman Garver has been railroading since '39. He fired and then ran *The Twentieth Century Limited* when that train was the pinnacle of luxury on wheels. As he moves his diesel throttle into "Run 8," Mr. Garver enthusiastically recalls the great steam locomotives of the old New York Central. His favorites were the famous Hudsons.

"Those 5400's could really talk



Jack Garver, with westbound *Lake Shore Limited,* meets ConRail freight. Combined passing speed over 120 mph.



Jack Garver gets highball order to roll *Lake Shore Limited* westbound out of Toledo, Ohio, enroute to Chicago, Ill.

tall," he says. "I liked them the best. Many times I also fired the 6000's; those big Niagaras were something. Once I fired the experimental poppet-valve Niagara, on this same route we're traveling today. She had a lot more power than any other 6000."

Fireman Owen Flynn is a 24-year veteran of the New York Central and the B&O. Although he is a promoted engineman, he likes his Amtrak firing assignments. "There's enough here to keep you busy," he says. "Come on back, and I'll show you the engine-room."

The huge, 16-cylinder, 645-series, EMD powerplant dominates the engine-room. Like some great beast in harness, the roaring powerplant pours colossal energy into its task. The din is amazing, but even more amazing is the smoothness of its power. The vibration is only moderate.

"Here are the steam boilers," says Owen.

Tucked in the back of the engine-room are the two big Vapor Corporation steam generators, one on each side of the room, filling up the space from floor to ceiling. Owen points out the temperature gauges which monitor the furnace gas heat and the safety trip which cuts the boiler out if there is a malfunction. As with a steam locomotive boiler, there is also provision for blow-down. These are watertube units and can operate at any pressure up to 300 psi.

"I set the steam pressure based on how much heat I need back in the train," says the fireman. "Today we only need about 200 psi."

BACK UP in the cab, you notice the roughness of the ride at 70 mph. The rapid yawing action often felt from the trucks creates a definite shimmy. Occasionally, there is also a heavy bouncing action when the trucks hit an uneven spot in the track. Once started, the bouncing is damped out after four or five up-and-down surges, but these heavy surges cannot be good for the track.

"Yes, the crews complain about it all right," says engineman Garver. "I understand they're going to modify these engines some more. Even on good track, they ride rough. The old E-units were smoother."

Conrail is doing a great deal of trackwork on our 133-mile route from Toledo to Elkhart, Indiana. There are many slow-order sections, and frequently we are diverted to the left-hand track to run around track crews. Dave DeVries, Amtrak district supervisor of operations, riding in the cab as escort, points out all the work being done.

"ConRail is really overhauling the roadbed," he says. "When this job is completed we can step up schedules significantly. We've already installed long sections of ribbon rail, and on these sections the ride is much better."

DeVries is right, and on the newly-improved sections engineman Garver's 70-75 mph pace seems conservative. The shimmy from the trucks is still there, but the vertical bouncing is reduced.

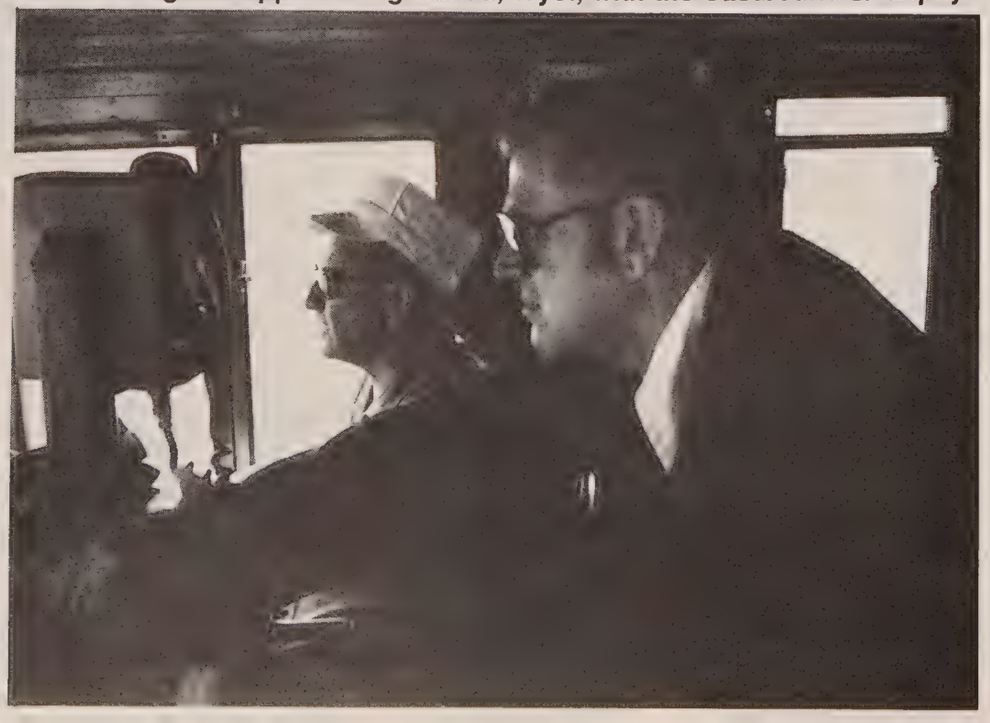
Soon we are across the state line into Indiana. Only the fourth to sixth notch of the throttle is needed most of the time to maintain a 70 mph

Eastbound *San Francisco Zephyr* sweeps double-track at 90 per in Wyoming.

Firemen's view of *SF Zephyr* descending Sherman Hill eastbound to Cheyenne.

Union Pacific "Centennial" diesel No. 6902 on point of fast freight heading up the old line over Sherman Hill, as *SF Zephyr* descends east of Sherman, Wyo.

Engineer Bob Morison, 49 years in engine service, and fireman Harold Walker watch the signals approaching Kanda, Wyo., with the eastbound *SF Zephyr.*



average. Occasional hills require the eighth notch. Slow track sections are becoming more frequent, however, which cuts the average speed. But it is encouraging to see the great amount of work devoted to rebuilding the route of the old *Twentieth Century.* Soon Amtrak will have a roadbed worthy of its fine *Lake Shore.*

We slow for the stop and crew change at Elkhart. Garver uses the dynamic brake to bring our speed down to 25-30 mph, and then completes the stop on the air, using the automatic brake with a light reduction. He holds the independent brake off to keep the train stretched. His skill brings us to a flawless halt right at 12:10P, on time. Considering the late departure and frequent slow orders, this is a wonderful performance.

It is now June, and we're in Green River, Wyoming. This is the third subdivision of Union Pacific's Wyoming Division, and the eastbound *San Francisco Zephyr* is pulling into the station for a crew change. SDP40F's 580 and 626, with twelve cars in tow, squeal to rest right on the dot at 9:15A. Conductor R.M. White relieves conductor F.H. Wheaton, while engineman R.L. (Bob) Morison and fireman H.D. (Hal) Walker climb the cabin steps to take over engine duties.

At 9:27, Bob receives his order over the radio telephone, and we're off. As the grade here is over .8 percent up, he uses the "series button" to provide a smooth, powerful start.

"These SDP's normally operate without any transition," he explains. "They're always in series-parallel for normal operation. But if you need some more low-end power to start your train, you can push this button on the panel, and the traction motors will operate in series to give you more torque. At a certain point, the engine will transition automatically back to series-parallel after you have a bit of speed up. This is a very nice feature of these engines, and the crews like it."

We wind through the canyons east of Green River, as the famed Castle Rock stolidly looks on. Because the Union Pacific is doing a lot of re-signaling and trackwork in this subdivision, our train is shuttled to the left-hand track for sev-

eral miles; and some slow orders keep the speed down between 40 and 65 for the fifteen miles to Rock Springs. The sedate pace gives a chance to get to know engineman Morison.

BOB MORISON is one of the UP's classic "iron men," with nearly 49 years of engine service. He went firing in 1927 at the age of 16, back in the heyday of steam, and has fired or run every type of UP locomotive in service from the 1930's through the 1970's. Bob's all-time favorite is the almost legendary "Big Boy," but he likes diesels too. "I guess I'll quit when I get tired of it," he says. Despite his years, he has the build of a lumberjack. His starched white cap sets off a tanned face as he sits tall and erect on his seat.

Fireman Hal Walker, too, has had an interesting career. He is brand new to engine service, but spent 27 years in UP's communications work, rising to the post of wire chief. "I thought it would be fun to get into train service," he says with a twinkle in his eye.

At 9:54, we make Rock Springs and halt briefly. At 9:55, the cab radio speaks: "Go east, Bob Morison."

About five miles of slow orders keep our speed between 55 and 60. But then comes Baxter, and now we can roll. Morison winds his 6000 hp out in "Run 8." The song of 32 cylinders fills the cab. The speed recorder dial slowly but steadily climbs: 70—80—90 mph. Until you get used to it, the speed is breathtaking. Then you notice the ride: it is firm and solid, but the trucks chatter considerably. You feel the same shimmy that *The Lake Shore's* SDP had but the lateral action is a bit slower. The heavy up-and-down bouncing is gone altogether.

Mile after mile, Bob Morison holds his spanking pace. The mileposts whip by at one every 40 seconds. This is the fastest speed achieved by any American passenger train outside the Northeast Corridor. At about a half-dozen spots of one or two miles each we must slow to 70 in accordance with timetable instructions. But for most of the 113 miles from Baxter to Rawlins, it's 90. The engineman keeps his throttle between the fifth and eighth notch and watches the signal towers ahead and the automatic cab signals. The cab's side windows are closed, and the wind really whistles past them at 90 mph. A brief rain squall wets the windshield; wiper blades make a *sssnick, sssnick . . . sssnick, sssnick* sound against the rain.

Terry Bartels takes Turboliner 325 out of Chicago's Union Station. His right hand is on the twin throttles, while his left rests on the service brake.

We're racing over the backbone of Wyoming on rolling, largely treeless ground. At 11:06 we cross the Continental Divide; a marker beside the track indicates the spot. Before long, fireman Walker calls signals for the approach to Rawlins, and we slow to 35 on the dynamic brake. At 11:35, Bob Morison brings *The SF Zephyr* to a gentle halt at the station platform.

Here at Rawlins is an engine crew change. Morison and Walker bid good-bye and meet the new crew on the platform. They exchange quick remarks on a couple of things Morison has noticed about the locomotive and then the new crewmen hand up their engine bags. At 11:42A, we leave the Rawlins station behind, with diesel smoke rocketing upward.

The new engineman, Julian Rasmussen, is a native of Cheyenne and a long-time veteran in Union Pacific service. His dad also was a UP engineman and, back in 1914, survived a head-on crash that was much talked about. As Julian tells it, the wreck occurred on the opening day of the then-new double track between Rawlins and Laramie. That night, a train took the wrong track by mistake, and the crews didn't realize they were on the same track until it was too late; all that each crew could see was the approaching headlight of the other train on a broad curve. The one on the wrong track plowed into Rasmussen's train at full speed, and Julian's father was just able to jump clear in time. Julian grew up with a famous father and followed in his footsteps. "But no head-ons for me, thank you," he states.

WALTER MAXFIELD, today's fireman, is known as one of the best on the entire UP. "I love this work," he says. Walt is cool and knowledgeable about every facet of locomotive operations. He answers several technical questions about the locomotive with remarkable clarity and detail. Like Rasmussen, he hails from Cheyenne, where both will crew-change today.

This is still 90-mph territory. Once clear of yard trackage, Mr. Rasmussen notches back on the throttle until that lively rate is pegged on the speed recorder. Fireman Maxfield calls every signal indication as it appears. "Green over green," he announces. "Green over green," the engineer responds.

The SDP's have spacious cabs. There are two good seats on the left side; and from the head-end brakeman's seat, the ties rush by in a blur. The peculiar shape of the windshield gives extremely good

forward visibility, especially down the corners of the nose. The track can be seen clearly by the crew quite close to the engine's pilot. There is provision for a good water cooler, and comfort facilities are down a short flight of steps forward under the nose. Electrical cabinets are located conveniently behind the crew. Passage to the engine-room is behind the engineer's seat.

As an alarm bell begins ringing, a light illuminates on the fireman's panel. A steam-heat boiler has cut out, and fireman Maxfield goes back to check it out. His skill soon has it back on-line and the trouble cured.

"Walt is one of the very best at fixing problems underway," his engineer says.

The second subdivision of the Wyoming Division, from Rawlins east to Cheyenne, is all multi-track CTC—which means that, under signal control, all tracks are used in both directions. From Rawlins to Laramie, 117 miles, it is two-track CTC. The beauty of this becomes evident twice today in a couple of remarkable passing maneuvers.

Far ahead on the horizon, Mr. Rasmussen points out the smoke of a freight running in our direction ahead of us on our right-hand track. Soon the target signals and the automatic cab signals indicate we will cross over to the left-hand track. Rasmussen slows to 40 on the dynamic brake, and then a pair of No. 20 turnouts carry us over to the other track. We accelerate back to around 70.

About then, the yellow UP hack of our eastbound freight comes into view on a wide curve. The freight could be doing 35 or 40, with a half-dozen locomotive units raising a tornado of smoke ahead in the distance as the freight works up a long hill. We quickly overtake the hack and then the locomotives, as we pass smartly on the left. Before long, the laboring freight units are left far behind. After a time, signals indicate that we will return to the right-hand track; and sure enough, another set of turnouts carries us over, again at 40 mph.

The whole maneuver, controlled from some distant CTC desk, is just as slick as your family car passing a truck on the highway. Engineman Rasmussen puts the speed back to 90 as we crest the hill. A little later on, we repeat the same sort of passing trick. It is a noteworthy example of modern railroading.

At 1:33P, our train arrives in Laramie. After a rapid exchange of several passenger bags from the baggage car, we pull out at 1:36. Our destination now is Sherman Hill and then Cheyenne. From Laramie, we take Track 1 via Forelle and Colores toward Hermosa Tunnel. The weather is now bright for our attack on the Hill. The red earth of Wyoming shows in patches in the yellow grassland.

Our big SDP's bellow into Hermosa Tunnel at 1:58, climbing steadily at 50 mph. We are now on Track 2 and heading east for Sherman on the "old line," so storied in the history of The Overland Route. The wind-swept settlement at Sherman and the summit of 8013 feet are passed at 2:05. This is the highest point reached by any Amtrak train. The twelve bright silver passenger cars snake along behind us through the cuts and over the fills.

Down the 1.5 percent grade of the east slope of Sherman Hill, engineman Rasmussen eases in the dynamic brakes. The loud whine indicates the tremendous energy being dissipated by the dynamic brake grids. The throttle stays at idle, while the No. 3 position on the dynamic brake holds the speed to the required 70. Positions No. 4 or No. 5 serve to slow us to occasional timetable speed restrictions as low as 40. On the left-hand track, westbound freights battle upgrade, mostly with automobile racks and merchandise trains. (Long, heavy freights going west normally take the "new line" via Harriman.)

Borie—a landmark regarded fondly by the late Lucius Beebe—is passed at 2:29. Riding with us today is Cal Rote, road foreman of engines, who points out Borie's cluster of buildings as we sweep by. Cal recalls the story of UP's great steam locomotive, 8444, in the March '75 issue of *Railroad Magazine.*

"Your readers might like to know that Don Short and Fred Lundholm, who took such care of her, are both retired now," he notes. "Don is in Cheyenne and Fred in Ogden, Utah. The 8444 is in charge Tom Stewart. [general superintendent of motive power]—Frank Acord is still making sure she's well cared for."

Too soon, we slow for the arrival at Cheyenne, capital of Wyoming. At 2:46P, Rasmussen halts the train easily, releases the automatic brake, and sets the independent brake. It is the end of a superb trip, thanks to Union Pacific and Amtrak.

FOR a distinct change of pace, let's go now to Chicago Union Station and see what Amtrak's new RTG *Turboliners* are like from the head end. Power cars 65 and 66 are idling softly with a standard five-car set on the Milwaukee Road's northbound departure track under the vast trainshed. It is 4:30P. Time to head to the City of Milwaukee, via Glenview, Illinois, and Sturtevant, Wisconsin.

With a remarkably quiet whine, the *Turboliner* moves forward under the control of Terry Bartels. Terry is a promoted engineman holding a fireman's slot. A man in his early thirties, thoroughly competent. Terry holds a private pilot's license and seems right at home guiding the turbine-powered RTG.

Engineman today is Harold Armstrong, a 35-year man on the Milwaukee Road. He is occupying the left-hand seat so his fireman can get some practice on the new equipment. Apparently the two crewmen enjoy working with each other on this train.

The two power units fore and aft generate a total of 2280 hp. As we gather speed, both traction turbines wind from 18,000 rpm at idle up to 32,000 rpm. A large gauge on the wall behind the crew indicates the rising exhaust gas temperature as we accelerate—the needle quickly settles near 1200 degrees. That's hot indeed. So much smooth power applied to this light train means one thing: we reach 70 mph in no time flat.

"This whole train weighs only about 250 tons," says engineman Armstrong. "With our power, we should be able to hit 130 mph some day. But we're held to 70 mph until the track is upgraded. Also, there are a lot of grade crossings on this route, which prevents any super-high speed."

The RTG is built quite low to the track, so 70 mph viewed through the huge bubble windshield seems faster than that. Our impression is

one of flying low, just whisking over the rails. There is a little bit of light lateral motion at 50 or so, but at 70, the train smooths right out. It's disconcerting to ride eyeball-to-eyeball with the semi-truck drivers as you zip by them at grade crossings. You hope we don't hit a truck that should run through a crossing gate.

Engineman Armstrong and fireman Bartels seem fatalistic about the hazard of grade crossings. "After all, if you hit the wrong thing, it doesn't matter what kind of engine you're in," says Armstrong.

The throttle and braking systems are unique. There are two small throttles, one for each traction turbine. Gauges on the engineman's panel monitor both turbines from either end of the train. Normally, the turbines are operated together by the two throttles. As the transmission is hydraulic, the reverse has no transition. The braking system functions with a combination of shoe and disc brakes. Reputedly, a *Turboliner* can stop from 70 mph in one and a half times its own length, about 900 feet. A big red button on the panel labeled "emergency brake" would be used to get that kind of bone-jarring stop. Under normal conditions, the electro-pneumatic service brakes give an easy stop.

A tiny handle on the engineman's left controls the service brakes; pull it back for "on" and push it forward for "off." The electric actuation makes the brake operate much like a normal locomotive independent brake, except that the one on the RTG controls the whole train. A separate parking brake clamps the power car's shoe brakes when the train is at rest.

After Glenview at 4:53, the route becomes quite pretty, with stands of green trees bordering the tracks and with farmlands spread out between the towns. Occasional sweeping S curves are taken beautifully by the brisk little train. Southbound freights on the left-hand track bear down on us frequently; the big freight diesels loom above us like elephants over a horse as we pass each other.

A quick stop is made at Sturtevant at 5:32. The late-afternoon sun hangs low on our left as we hurry on north to Milwaukee. Right on time, Terry Bartels brings his train to rest at 6:02 in Milwaukee's new Amtrak station. The throttles are at idle, the reverse neutral, and the parking brake is set.

THE NEXT MORNING, we again join Armstrong and Bartels, this time for the run of *Turboliner* 324 from Milwaukee back to Chicago. Today engineman Armstrong takes the right seat. The southbound ride in the bright and clear early afternoon is just as much fun as the trip last evening. Power units 68 and 69 behave without fault. After Chicago, these units will go on through to Detroit.

As we near Chicago, the immense Sears Tower breaks the skyline and tokens our approaching arrival back at Union Station. Coincidentally, we take the very same route into the station that the *Freedom Train* took on its arrival there from Crystal Lake, Illinois, in August, 1975, as your author related in *Railroad Magazine* in November of that year.

Who says railroading has lost its fascination? There is still gusto a-plenty for the modern railroader, and Amtrak's fine stable of motive power provides a fair share of it.●

Harold Armstrong accelerates Turboliner 324 south of Glenview, Ill., as Turboliner 323 slows for stop.

Interesting Railfan 168

Jeff B. Haertlein

by Freeman Hubbard

Trainman Jeff Haertlein ready for action at Mid-Continent Railway Museum
Photograph by Joe Krijniak

IT IS MOST unusual for a hobbyist to own a caboose, among other railroadiana; but JeffB. Haertlein, age 25, fits into this category, holding title to a wooden-bodied hack, the former Great Northern X-582, living in it for a year and a half, and giving it a major renovation. Charles Martin, president of the Fraternal Order of Empire Builders, once said of him: "Although railroading is his love, the X-582 is his passion."

Well, that isn't quite true. Jeff's major love and passion is Cindy A. Vertein, a slim beauty with laughing green eyes and reddish brown hair, born August 3, 1955, whom he is marrying on October 16th this year, before you read these words.

Cindy is a railfan in her own right. Since 1971 she has been working in various capacities for the Mid-Continent Railway Historical Society, which runs a steam operation at North Freedom, Wisconsin, a village of about 600 population, near Madison. The current *Railroad Magazine* is the third issue which has carried a photo of Cindy.

We hope to publish a picture of the wedding in our next issue. Meanwhile, here is more about the caboose and Jeff himself. Built in 1925, this sturdy hack ran for 36 years on countless "Big G" freight trains. In 1963 it was sold to the Minnesota Trans-fer, which renumbered the crummy X-14 and used it for eight years before selling it to Bill Armstrong of Mid-Continent. Jeff acquired it from Bill in 1972 and has since been spending quite a bit of time and money turning it into a cozy residence.

Our hero is a good carpenter. He completely re-sided all the caboose except the ends. This included splicing in main beams on both sides and re-doing the doghouse (cupola) and all the windows—windows through which many thousands of times freight crews watched passing scenes on the right-of-way. Next he'll sandblast the underframe and do the painting and lettering. By that time it will really look like something.

The inside also will be re-done. Even an antique-type desk, like the one the caboose used to have, will be installed. Jeff drew plans for it from material in his files; and one of Cindy's grandpas, an expert cabinet-maker, built the replica for him. Just about everything in the caboose, Jeff tells us, will be authentically Great Northern.

"I have several hand lanterns from other companies but all marked for the Great Northern," he says, "and even a GN first-aid kit and one of the road's Pullman blankets, thanks to a few of our members who assisted me in finding items for the car. I also belong to the Fraternal Order of Empire Builders, a Great Northern fan club which is historically-minded and has been a real help to me. But I still need, urgently, a genuine pair of GN caboose marker lamps. Where can I get them? I want this little caboose to be a museum piece for people to enjoy looking at, although its interior will not be open to the public."

The hack has no running water nor cooking facilities. Jeff has been using the kitchen in the basement of the M-C depot at North Freedom, and in the future he may install a small, limited cooking area. The caboose also lacks sanitation facilities, the nearest toilet being a good two blocks away. But it does have a stainless-steel, ice-cooled, five-gallon water cooler.

"Needless to say," Cindy observes, "Jeff has been roughing it rather heroically in a caboose that is not yet nearly restored. But he did manage to live there all last winter—a biting cold winter it was, too!—with heat from a pot-bellied coalburner made in 1883 but later replaced temporarily by a more convenient fuel-oil stove. He admits that on some nights, in order to keep warm, he was glad to sleep under an electric blanket (*not* an authentic Great Northern item) and to wear his fur cap all night long."

JEFF WAS BORN in the early morning of January 25, 1951. Today he lacks one inch of being a

GN X-582, as Jeff first started renovating his caboose. Still lettered for the Minnesota Transfer was X-14. The renovation has since been nearly completed. Picture taken Aug. '72 after hack was bought.

Photograph by Jeff Haertlein

six-footer and he weighs a trim 150 pounds. His hair, eyes, and mustache are brown. Like most railfans, Jeff is a non-smoker. He is very active, moves around fast, and eats quickly. Address: Box 258, North Freedom, Wisc. 53951. Cindy is glad he waited until after he had met her before deciding to get married.

Living as a boy on Milwaukee's south side near Jones Island in the harbor area, he was able to see, hear, and smell trains on several railroads. Chesapeake & Ohio and Grand Trunk car-ferries on Lake Michigan handled freight into and out of the city. That, too, was exciting. Whenever little Jeff visited his grandmother he could watch the GT shift cars onto and off the ferries. The Milwaukee Road and the Chicago & North Western, both prosperous roads, likewise hauled traffic to and from the island. And in due time Jeff, with a curious mind, became acquainted with a few tower operators on those two systems, which added to his knowledge of railroading.

One factor in his rail orientation was getting up in early morning with his father, Eugene O. Haertlein, while visiting Scales Mound, Illinois, to watch Illinois Central steam and diesel trains roar through town. Another factor was the usual wind-up toy train that his parents gave him when he was four years old, followed by a Lionel tinplate outfit of, which he later expanded to an area about 30 feet wide by 40 feet long, then on a shelf across the second wall to a 4x4-foot turnaround section at a third wall. He plans to continue operating this layout now and then, when time permits, in his parents' home, although he hopes some day to get a house of his own with a large basement in which he will rebuild and run it.

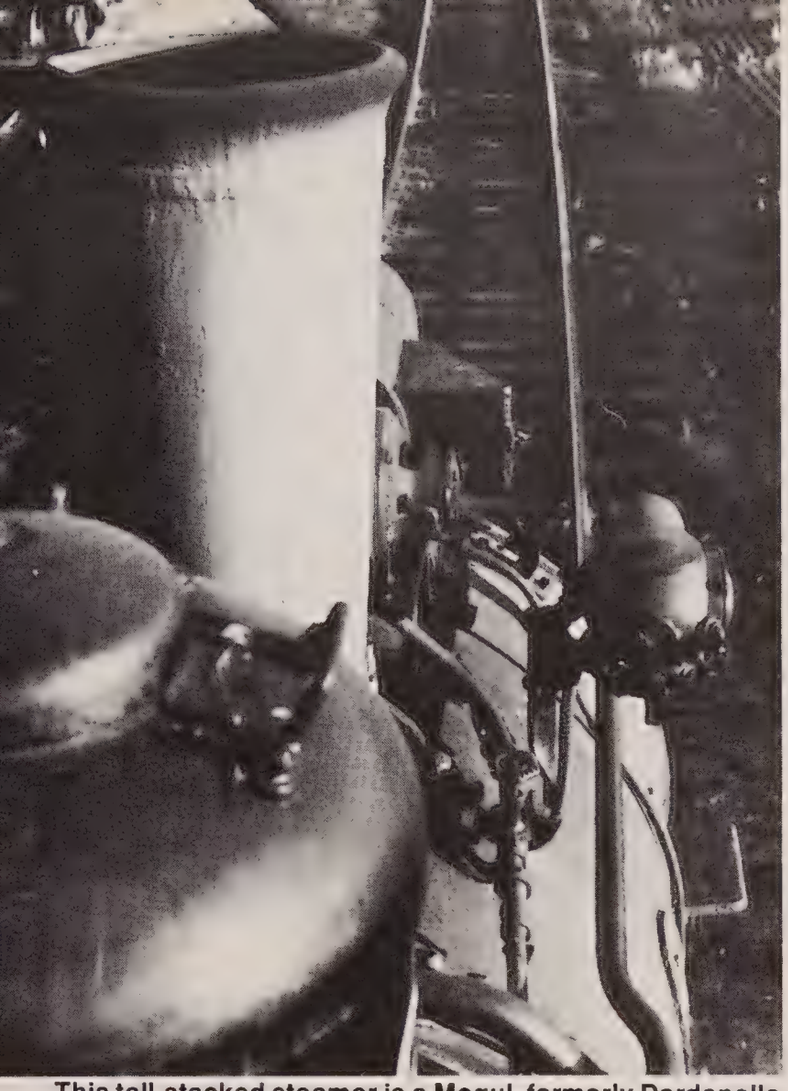
Jeff had his first train ride in the cab of a Milwaukee Road switcher when he was about five years old. He and his father used to visit a yard near their home in eveings and on week-ends to watch the trains. They had several offers of cab rides, but months passed before Jeff mustered up courage enough to accept one.

In his early teens the lad had an opportunity to "Baby-sit" for Grand Trunk Western No. 5629, a handsome Pacific which pulled the annual circus train from the Circus World Museum in Baraboo to Milwaukee for a great 4th of July parade, and back to Baraboo. He spent a whole day helping to fire and ready the engine for her return trip to Chicago. That was when the 5629, out of Chicago, had run into mechanical problems and laid over on a siding near the Haertlein residence while repairs were being made.

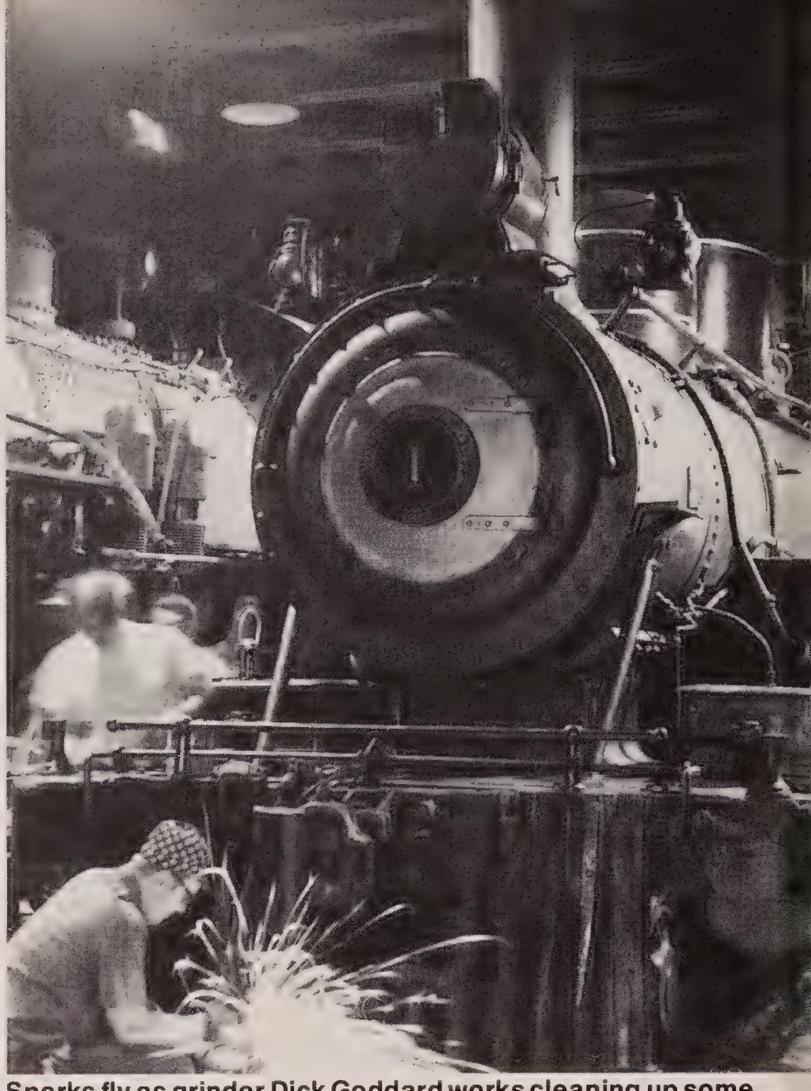
In 1968 Jeff started going on fantrips. The one he enjoyed most was riding behind the Union Pacific steamer 8444 in 1970. Meanwhile, after graduating from

Photograph by Jeff Haertlein

Ex-Grand Trunk Western 4700 on Stillwell, Ind., wye on March 23, '69.



This tall-stacked steamer is a Mogul, formerly Dardanelle & Russellville No. 9, built in'84; sees regular service on museum railroad.



Sparks fly as grinder Dick Goddard works cleaning up some rough edges on WC&C's No. 1 pilot's foot board in 1970.

Photographs by Jeff Haertlein

high school in 1969, he hired out to National Foods in Milwaukee. He then went on to Milwaukee Tech. meanwhile working evenings and week-ends for N.F. He must have had plenty to eat at that time. As his education progressed, so did his demand for the National job. He became third man there and headed the stock crew. He enrolled in a highway engineering course, but dropped out and began working full time for National Foods. At length, after he had been with the company for six years, it closed ten stores and laid him off.

As for railroad photos, Jeff has shot nearly 4,800 color slides since getting his first 35mm camera about eight years ago. Most of these show real railroading, but some are model railroad pictures.

For four years, beginning in 1965, he visited Mid-Continent rather often as a tourist, then joined it in 1969, becoming a very active member. He even spent most of his holidays with other members working on various M-C projects. In due time he became superintendent of finance and was elected to the board of directors. Besides overseeing the gift shop, he orders, displays, and sells its merchandise, pays out wages, bills, etc., budgeting for all these things. Incidentally, several of his own slides have been made into postcards which are sold at the shop. The shop itself was redecorated by him and Cindy, with help from her parents, and grand-parents who also are museum members.

"This work," he tells me, "take considerable time, but we all do such things to help the museum. It gives us a lot of personal satisfaction. To my mind, this is the top railroad operating museum in the country. We have a fine collection of wooden coaches and small shortline-type steam engines, which makes an interesting operation. I'm especially proud of the museum's standards in restoring old pieces of equipment to their original appearance or close to it. Too many tourist lines are content with razzle-dazzle equipment. Our own equipment may seem mixed up, since it came from various railroads, but at least it's historically accurate. Mike Eagleson, who is a stickler for authenticity, will bear me out on this."

Interesting Railfan Phil Hastings says: "I've been associated with Jeff at the Mid-Continent for several years. I always find him to be open, easy to talk with, and willing to listen as well as express his own views. Only once I saw him 'blow his cool.' That was last summer when a verbally aggressive member told him off—unfairly, I think. Jeff was about to leave us, but got hold of himself and is still in there pitching."

HIS PERSONAL collection of railroadiana includes a Great Northern five-chime locomotive whistle and an Illinois Central steamboat-type whistle. The latter is being rebuilt by a fellow member of Mid-Continent at his shop in Milwaukee. Recently Jeff bought a locomotive headlight from the Northern Pacific's No. 2200, a Pacific. He also has some small brass plates, hand lanterns,

photos, and a couple of open-faced railroad watches.

"The first thing Cindy ever gave me," he says proudly, "was a pair of Pyle National classification lamps."

"What a nice gift from an understanding female!" I commented. "When did you first meet her?"

"In 1971, when she was selling tickets at the museum. At that time I was repainting Mid-Continent's C&NW drover's caboose. Cindy helped me with the project. So we just naturally hit it off together. She often comes along for the train ride when I'm on duty as a brakeman, conductor, or fireman. After I had bought my caboose she assisted me in tearing it apart and rebuilding it. I'm lucky to have a girl who shows enthusiasm for railroading."

"You most certainly are indeed, Jeff. Such girls are rare. What are you doing now to earn your bread and butter?"

"Since last January I've been working for Cindy's father in the feed business. His company has mills in North Freedom and Baraboo, Wisconsin."

Cindy has always lived next to the Chicago & North Western main line. She was only seven when the Mid-Continent operation got under way.

"It was fun to watch their equipment roll into North Freedom," she tells me. "I started working for them in 1971, the year I first met Jeff. He was then fairly a new member and ready to tackle any project, big or small, that had to be done. This included hanging strips of sticky flypaper for me in the ticket office and playing a rather skinny Santa Claus at a Christmas party. Most of his time is taken up with Dad's business, his caboose, photography, looking at railroad picture-books and old TV programs, his collection of pocket watches and clocks, especially one that chimes every 15 minutes, and good music—just about everything from Chopin and Sousa to rock. He used to play the violin and trombone in grade school and wants to learn the banjo, but hasn't done so yet. Maybe I keep him too busy. He even gets thrilled by old paddle-wheel steamboats. Mr. Hubbard, I have plenty of competition for Jeff's time and attention."

That could be, Cindy, but not so much after the day's work is done. As Joan Crawford said, "A movie career is a nice thing to have, but you can't run your hand through its hair on lonely nights."

CINDY CONTINUES: "When Jeff started working for Dad, he had a lot to learn about the care and feeding of farm animals, how to drive a big-stick-shift gas truck, and how to use mirrors in backing up one of those trucks. Jeff is on the quiet side, and yet has a good sense of humor, is easy to live with, and can be as goofy as the next guy. There's an endless list of things he *doesn't* like."

"What, for instance?"

"Oh, such things as smoking and heavy drinking, mannish girls with real short hair, cats, the occult, carnival rides, and sports—either to participate in or watch, although he does listen to an occasional ball game on radio. Aside from a quick temper, which quickly dies down, Jeff has no bad habits—except maybe me. Ha, ha!"

Our *Interesting Railfan* is just naturally fond of animals and wildlife. While living with his parents in Milwaukee he even had a slight interest in tropical fish. This year he was saddened by the death of Whiskers, the family's beloved Welsh terrier.

"My latest pet seems to be owls," he tells me. "I often see them at night outside my caboose windows beside the Baraboo River. One of the reasons why I like to work for Cindy's father is that I spend part of my time with cattle on the farms. Four years ago I inherited an old McCormick-Deering F-12 tractor, which I have just moved to North Freedom. I plan to restore it to operation and correct appearance. To me, the early gas tractors are as much of a science as railroading. They have all kinds of history and problems."

Mrs. Linda Steinmetz of Menasha, Wisconsin, recalls that she was working at the museum in 1971 when she first met Jeff. "I'll never forget how he looked while tarring the roof of one of our railroad cars," she tells me. "His white T-shirt had at least two holes in it; his two skinny legs

(Top) Cindy, in non-rail attire, was scheduled for trip to altar with Jeff in Oct. (Bottom) She wipes down number board on headlight of D&R No. 9 at MCRHS in North Freedom in 1974.

were thrust out of cut-off jeans, and his heavy, black, lace-up work-boots had bulky work-socks falling over their tops. But he's quite a guy."

The 22,000 miles that Jeff got out of his first automobile, a 1958 Chevy, was registered almost entirely on his trips to and from North Freedom. He's now driving a 1974 Gremlin-X.

"It never fails to amuse me," says Mrs. Donald W. Ginter, wife of the Mid-Continent curator, "to hear a loud *ooogah-ooogah* coming down at the museum and to see, instead of a Model T, the imperturbable Jeff and his happy-looking fiancee in a bright green Gremlin-X. His comrades at the museum used to kid him about how long it took him to make a stencil of the Great Northern's mountain goat before he could put on new wood or prime his caboose. Some things just *have* to be done right, you know."

Another museum member, "Pete" Gorman of Milwaukee, states: "I have seen Jeff mature over the years. He is serious, dependable, and quite likeable, and a real nut when it comes to railroading. When he works the train as a conductor he looks the part. His blue uniform is clean and well-fitting, his hair neatly trimmed, his mustache groomed and waxed, and a chain dangles from his gold watch. I've often wished more of our members were as careful of their appearance as he is."

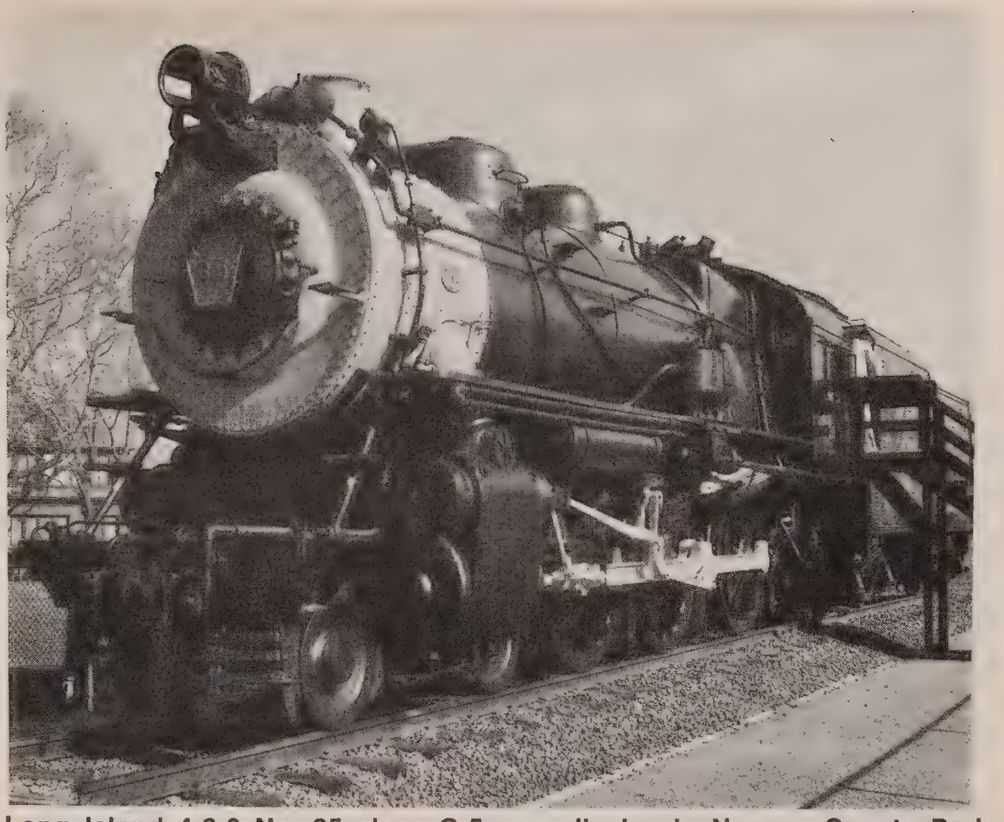
In the third week of next February the Mid-Continent Railway will have its second dramatic winter run—with steam power, of course. Last winter 17 inches of snow in the area cut down the number of people who made the pilgrimage to North Freedom for that event, but the members are hoping for better luck in 1977.

"Aside from that," Jeff complains, "many visitors come to the museum just to look around and shoot pictures. If they were all like that, M-C would be down the drain in no time." ●

Memorial Day 1972 finds Western Coal & Coke Ten-wheeler No. 1 in its second season of operation as one of Mid-Continent Railway Historical Society's duty locomotives and enjoyed by rail enthusiasts.
Photograph by Jeff Haertlein

Mike Eagleson

IN SEARCH OF STEAM



Long Island 4-6-0 No. 35 class G-5s, on display in Nassau County Park, Westbury, N.Y., in '70, will be rebuilt by Black River & Western in N.J.

Michael A. Eagleson, 37 Edgemere Ave., Mt. Arlington, N.J. 07856

SOUTHERN PACIFIC steam in the East is this month's top item. *Daylight* 4-8-4 No. 4449 in red-white-and-blue *American Freedom Train* colors made a long-distant two-day ferry trip on Southern Railway's mainline from Atlanta, Ga., to Alexandria, Va., over August 28th and 29th. The 18-car consist included several private cars with passengers paying premium prices to ride in style behind the ex-SP GS-4. The regular coach fare for the complete run was cleverly taken from the locomotive's road number, $44.49.

I drove down to Atlanta to follow the trip northbound for photos. It was the hardest high-speed chasing of my career, being seriously hampered by the nation-wide 55-mph top limit for automobiles. Fans riding the obs car recorded, with stop watches, some unofficial train speeds in the high 80s—particularly on the Southern's racetrack between Culpeper and Manassas, Va. The regular diesel passenger-train speeds were stripped by a full 15 minutes of running time. How's that for a 34-year-old 4-8-4 pulling 18 heavyweight cars? No single-unit contemporary diesel, probably not even a pair of them, could match that performance. Score one more round for King Steam!

While following along by automobile at one point in Virginia I was driving parallel to the train's observation car, with an antique crop duster-type biplane flying low above the engine. I was actually gaining on the aircraft, but the train was visibly running away from both of us.

Previously, during the entire tour with the exhibition AFT, speeds were kept to around 35 or 45 mph so as not to shake up the displays. This ferry movement was the first time they let the 4-8-4 show the world what she was designed to do more than three decades ago. In addition, it was the first time fans could buy tickets to ride behind this great ballast-lifter. Consequently, scores of enthusiasts flew out from the locomotive's native West Coast to enjoy what may prove to be their only opportunity to ride behind No. 4449.

Special gratitude must be given to the Southern Railway and the AFT for permitting the *Daylight* to haul a passenger train. I hope the resounding success of this trip will enlighten the locomotive's owners and encourage them to run more excursions with the big Lima. I speak for the tens of thousands of fans who eagerly hope the locomotive will be repainted in original Southern Pacific *Daylight* colors for fantrips. If so, her drawing power would be tremendous.

SANTA FE 4-6-2 No. 3423—long on display at Temple, Texas—was recently repainted by a group of 36 high-schoolers as part of a Temple Bicentennial project. When their job was done, the work party must have stood back and admired their painting, wondering how they would accomplish the next step . . . fixing her up for mainline excursions!

BESSEMER & LAKE ERIE 2-10-4 No. 643 may be restored to operation reports *Spike and Tie,* news publication of the Blackhawk Chapter of NRHS in Aurora, Illinois. The giant Texas type has been stored since 1953 in the Greenville, Pa., roundhouse. Local railfans are organizing a drive to get her in steam again. Let's support this one and contact Project 643, Nat Clark, Jr., 3942 Wynwood Dr., Sharpsville, Pa. 16150.

CLEVELAND ELECTRIC Illuminating Co. used an 0-6-0 fireless cooker around its plant until 1970. Now donated to the Lake Shore Chapter of NRHS, the 1937-built Heisler may be revived as an operating museum piece.

THE FORMER Penn View Mountain Railroad 0-6-0 No. 8 of Blairsville, Pa., has been sold for $10,000 to a new group of a dozen steam-lovers in the area of Clarks Summit, Pa. This 1923 Baldwin will be restored to operating condition for a proposed local tourist road. I photographed the blue switch engine in 1965 while she was running on the PVM. Tall and chunky for an 0-6-0, she sported a full-sized cab and a slope-back tender. I wish the new group luck with the project.

Sloan Cornell, who used to own the PVM, has moved his equipment to the Gettysburg-Mount Holly Springs line and he is calling his new operation the Gettysburg Railroad. Motive power is ex-Frisco, ex-Mississippian 2-8-0 No. 76. Sloan hopes to start a 16-mile roundtrip steam run to Biglerville as soon as he has received approval. Freight service will be handled with his ex-Monongahela 1200-hp Baldwin diesel switcher. The new shortline will connect with the Western Maryland at Gettysburg, Pa., and with ConRail at the northern end of the run. I know Sloan Cornell, and wish him all the best with the relocation of his steam road.

STEAM has returned to Malaysia, due to an increase in traffic and problems with temperamental diesels. Class O Pacifics Nos. 564.33 *Jelebu* and 564.36 *Temerloh* have been working freight and ballast trains on the Port Kelang and Batu Caves lines near the capital city of Kuala Lumpur. Joining the pair are Nos. 564.25 *Kuala Lumpur* and 564.39 *Lipis.* Steam had been withdrawn from the Malayan Railways for only 2½ years before its return.

In 1972 I photographed three of these four engines in regular freight service out of Gemas. The oilburning North

Ex-Southern Pacific 4-8-4 No. 4449, hauling 18-car fantrip between Atlanta, Ga., and Alexandria, Va., highballs along Browns Summit, N.C., Aug. 29, 1976.

Photograph by Michael A. Eagleson

British 4-6-2's are known for their complicated Caprotti valve gear and elephant ears. Incidentally, Kuala Lumpur has about the most distinctive railway station I have ever photographed. There are minaret towers and lawns lavishly landscaped with flowers around the Malayan architecture. The Burmese Government is currently negotiating with the Malayan Railways to buy five steam locomotives to reinforce its aging fleet of some 200 active steamers.

IF ALL WORKS OUT as planned, the Black River & Western at Ringoes, N.J., will lease ex-Long Island 4-6-0 No. 35 from Nassau County. Designed and built by the Pennsylvania Railroad, this G-5s has been on display for years at Eisenhower Park on the island. She is in good mechanical condition and is definitely restorable. The group plans to separate her boiler and frame, move both to New Jersey by truck, and rebuild the engine for operation at the BR&W's well-equipped shops at Ringoes. This is a great step forward to return Pennsy steam to service. But don't confuse this project with the plan to return sister ex-Long Island 4-6-0 No. 39 to operation. With two operable Long Island Ten-wheelers, can a doubleheader be far behind? All we Pennsy fans need now is a group formed to rebuild one of the two remaining K-4s Pacifics for fantrips!

STILL another steam resurrection program is under way. The Twentieth Century Railroad Club of Chicago has proposed the rebuilding of ex-Chicago, Burlington & Quincy, ex-Bevier Southern 2-8-2 No. 4963. It seems that the Chicago Bicentennial Committee, 2 First National Plaza, Fifth Floor, Chicago 60670, has some $130,000 in excess funds. What better way could there be to spend it on than giving the "railroad capital of the world" its own income-earning, self-supporting, steam locomotive? I certainly agree. If you do too, write 'em to that effect. This may be the last chance to return mainline steam to the Windy City.

MID-CONTINENT Railway Historical Society at North Freedom, Wisc. (see this month's *Interesting Railfan* article) has been using its ex-Chicago & North Western 4-6-0 No. 1385 for some 15 years. She has developed serious firebox trouble that will cost an estimated $25,000 to repair. But instead of fixing the Ten-wheeler immediately, M-C is wisely considering the retubing their ex-Union Pacific 2-8-0 No. 440. I always have applauded the Mid-Continent as being one of America's finest preservation groups running steam. Every piece of M-C equipment nas been accurately restored and painted exactly as it used to be in regular service. I did a feature story on this outfit in the September '75 issue of *Railroad* and I'm looking forward to another visit when the group's UP engine is running. I am confident that M-C will restore the engine beautifully and letter her Union Pacific.

SMOKE, STEAM & CINDERS is a new book by James M. Shafer, 6¾x9½", soft cover, 100 pages, over 100 color and b&w photos, $2, Mirror Printing Co., P.O. Box 20008, Altoona, Pa. 16603. It's a low-budget collection of Pennsylvania Railroad scenes, mostly steam, in the Altoona area and mostly one photo per page, with a one- or two-sentence caption telling the minimum details. The printing on pulp paper, using a 65-line newspaper screen, but for $2 it is a good value for all the rare photos you get. For true Pennsy fans, the price is right, so you can't pass this one up.●

Photograph by Jeff B. Haertlein

Smoke and steam by Crab Orchard & Egyptian's No. 5 leaving Marion, Ill.

INFORMATION BOOTH

ASK BARBARA: **Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.**

1. What's the latest on the Rock Island's survival?

The grim days of almost total shutdown of early last year, when the line went bankrupt, have recently done a flip-flop, due to the vigorous determination of everyone concerned—the court-appointed trustee, the management, employes, and union leaders—to make The Rock survive. Trustee William M. Gibbons now finds the prospects gratifying. The economic decline is easing. The first quarter of 1976 resulted in $5,233,281 loss, which is 72 percent under the $18,300,000 drop incurred by the CRI&P in the first quarter of 1975. This past March showed $612,297 profit on a fully-accrued basis. John W. Ingram, president, reports that the system, with no outside financing, ended 1975 with $16.6 million in working capital—not the minus $33.7 which had been predicted. The Rock's fixed plant is being upgraded. Depending upon the funds anticipated from trustee certificates, it should rehabilitate between 400 and 650 of its 5,160 miles of mainline track by the end of this year.

2. What was a pre-Hell Gate route of New Haven's *Federal Express,* Boston to Washington, D.C.?

The train left South Station, Boston, traveling over the NYNH&H to Providence, New London, New Haven, and Danbury, then over the Central New England from Danbury to Poughkeepsie and Maybrook, N.Y.; over the Lehigh & Hudson River from Maybrook to Phillipsburg, Pa., and via the Pennsy from Phillipsburg to Trenton, Philadelphia, Baltimore, and Washington. Running time, 16½ hours.

3. How large was Pacific Electric at start of WW1?

It was then operating 987 miles of track, 27 electric locos, and 626 passenger, motor, or trolley cars, 25 express freight, and 17 combination cars. Freight equipment consisted of 1,145 cars of the usual box, flat, gondola, and tank variety. PE ran cars from the Espee passenger station in Los Angeles, either direct or by transfer, to the principal cities of southern California. It had trolley lines in Los Angeles, Pasadena, Long Beach, San Pedro, Santa Ana, Santa Monica, Pomona, San Bernardino, Riverside, and Redlands. The road performed a general freight service between its stations and interchanged carload and less-than-carload traffic with steam lines in Los Angeles. It also had track connections with the SP, Santa Fe, and the San Pedro, Los Angeles & Salt Lake roads. General offices were in the Pacific Electric Bldg., L.A. Because of all the smog and traffic congestion existing in the area today, the PE should never have been buried.

4. Give specs on Canadian National's 3200 and 4000 steam locos.

Nos. 3200-3299, class S-1b, had 27x30″ cylinders, 150 lbs. pressure, 63″ drivers, weighed 250,000 lbs., and exerted 53,000 lbs. tractive force. Nos. 4000-4010, class T-1, had 26x32″ cylinders, 57″ drivers, 200 lbs. pressure, weighed 288,000 lbs., and exerted 64,500 lbs. t.f.

5. I'm a former New York Central brakeman. Can earnings from other employment affect my railroad retirement annuities?

Yes. Besides work restrictions, other limitations may apply to earnings over $2,760 in 1976. Such limitations affect annuitants under age 72, including almost all survivors and some retirees and their wives. At present, retirees and spouses are generally subject to earnings limitations only if they also get Social Security benefits. The limitations apply to the entire amount of survivor annuities but only to specified portions of retirement annuities.

6. What was done to prevent the freezing of water in tanks and track pans during winter in steam locomotive days?

In northern areas, wooden tanks found favor over steel and concrete ones, because wood is a poor conductor of heat and cold and the contents of a wooden reservoir were less subject to freezing. Obviously, the most vulnerable portion of the tank was the intake pipe or pipes. To protect it, or them, above frost line, a housing frost box was built. Usually, this consisted of a square air chamber enclosed on each side by a partition with two or more parallel walls of planking, and layers of building paper or insulating felt sandwiched between them. Six wooden laminations usually were enough to protect against weather as cold as 30 below zero, where daily water consumption equaled the tank capacity. A refrigerator-type door gave convenient access to the frost-box interior.

In extremely rigorous winters, stoves and live steam served to some extent to

Photograph by the late H. L. Kelso

This is a good shot of Pacific Electric 1562 in 1944, but where is it?

keep intake pipes clear. The latter heating system was often used for track pans, the steam being jetted into the water at from 20-to-30 foot intervals, through nozzles situated in the side of the pans. Another method was circulating the water through a pump equipped with a heater or steam injector.

7. Where are Amtrak's three major passenger car rehabilitation facilities located?

At Woodcrest, Ill.; Beach Grove, Indianapolis, and Rail Systems near Los Angeles.

8. Did Norfolk & Western ever use Shays?

Lima built at least one for them and possibly more. She was a 16-wheeled geared Shay with three 17x18″ cylinders, 46″ drivers, 200 lbs. pressure, 2,400 sq. ft. heating surface, and weighed 155 tons.

9. Frank Donovan of the Railroad Station Historical Society and others have requested the railroad version of "The Night Before Christmas," author unknown.

'Twas the night before Christmas and Four Twenty-Six
Had come to the pit in a terrible fix.
Her flues were all leaking, her grates would not shake,
And something was radically wrong with the brake.
The hostler was cussin'—I mean he said "Pshaw!"
The machinist was handing out bundles of jaw.
The moon on the bosom of old Mother Earth
Made each fellow long to be home by his hearth.
When out in the office there rose such a clatter,
I hurried right out to see what was the matter;
When what to my wondering eyes should appear
But our little old foreman, receiver at ear!
And the way he was roaring through that telephone
Would make old Niagara sound like a faint moan.
"No! You can't have her," were the first words I heard.
Then from over the wire came a long drawn-out word.

Then back through the phone went a sneer and a hiss:
"If my two-year-old kid did not know more than you,
Or for that matter, all of your pen-pushin' crew,
I'd lull him to sleep with a shot in the arm,
And keep him that way where he'd do no more harm.
I'll give you that engine at ten forty-five.
If you call up again I'll skin you alive."
He had just hung up and was turning around
When in through the doorway there came with a bound
The callboy, a switchman, and "Slim," the hoghead.

They had come to inform him the swtich engine's dead.
He spoke not a word—there was nothing to say—
But hastened to get the gang out of the hay.
And finally, by raving and ranting and swearing,
He managed to get them to do some repairing.
With this matter settled, he sought his armchair
In hopes it would keep him from tearing his hair.

But alas, for our hopes with engines about,
He was roused from his chair by a terrible shout.
He sprang to the door and then 'most threw a fit,
For an engine was piled in the turntable pit!
But his despair and his anger were soon put aside,
For in through the doorway there came with a slide
A funny old fellow so lively and quick
He knew in a moment it must be Saint Nick.

"Pray be of good cheer," were the first words he said,
"I've brought you a present from one who is dead.
It's a gift from St. Peter, who keeps Heaven's gate.
Now I must be going; I'm two hours late."
The foreman then carefully opened his gift.
And the words that he read gave his spirits a lift:

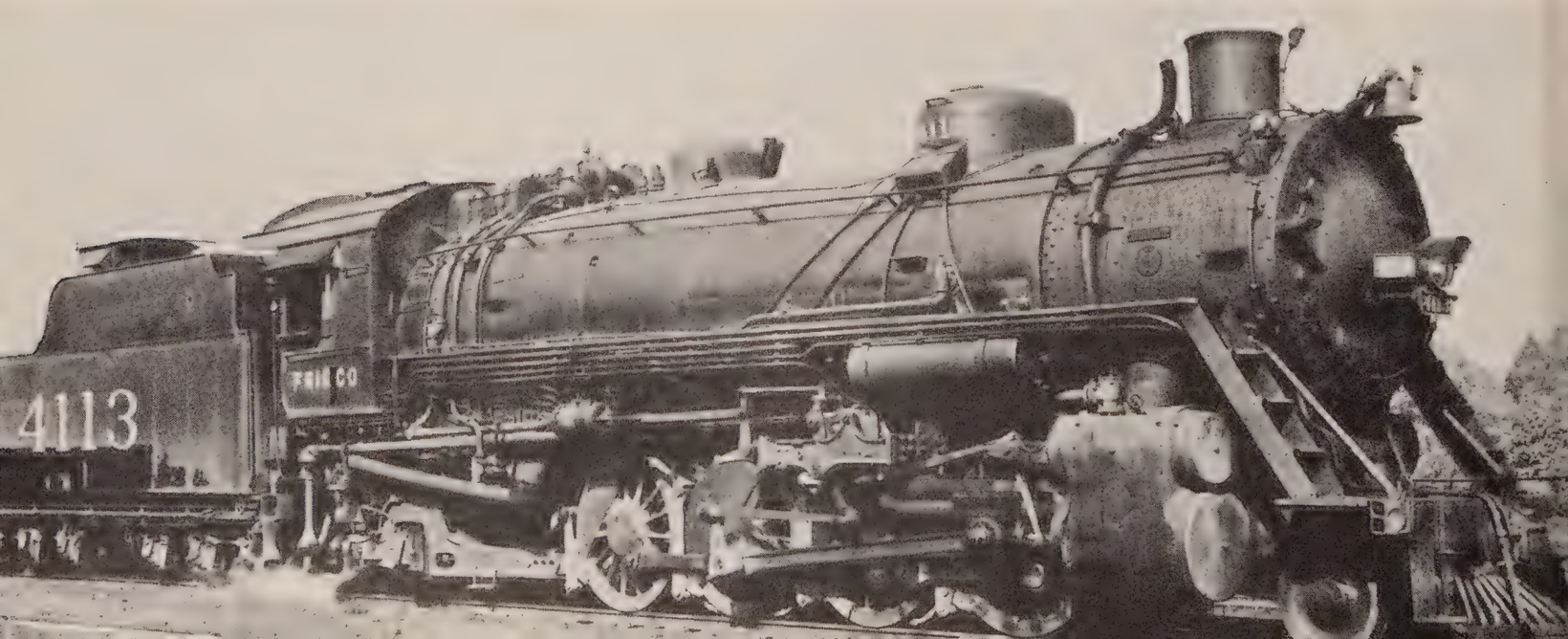
"To each roundhouse foreman this glad Xmas Eve
I'm sending a present I hope you'll receive.
It's a pass into Heaven for each one of you,
With the privilege of bringing your family in, too.
I've seen all your woes from my seat up on high,
And I know you're deserving of peace when you die
I give it with pleasure. 'Tis all I can do
Till the day when the blast of Gabe's trumpet calls you.
Then I'll welcome you in for eternity's stay.
When your troubles are ended forever and a day.
So in spite of your troubles, pray be of good cheer.
Merry Christmas to you and a Happy New Year!"

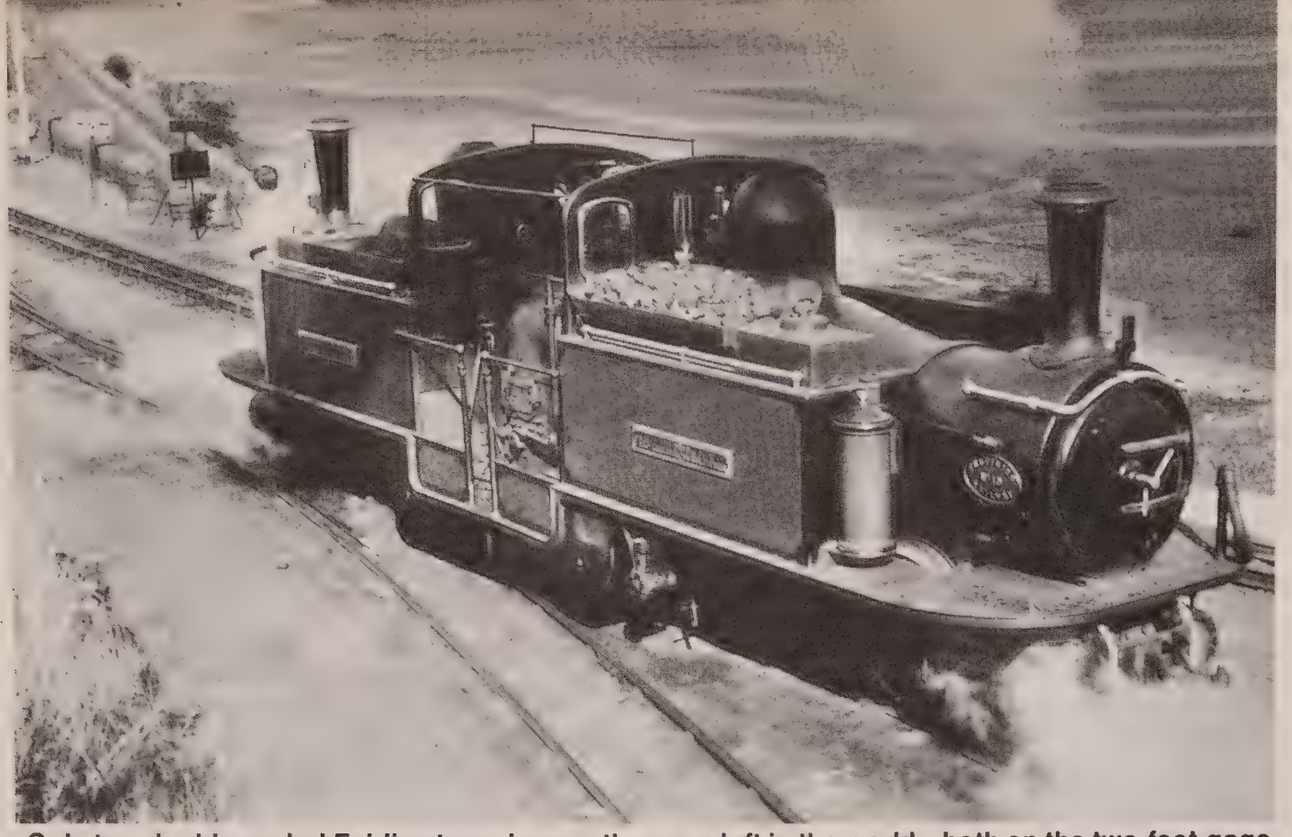
10. Was a newspaper ever published aboard a Great Northern train?

Yes, indeed. During a 1913 tour by a large automobile association, the GN equipped a luxurious hotel train with a car in which it issued every day for a week, the *Glacier Park Gazette,* giving

Record run? St. Louis-San Francisco 4113, Baldwin-built 1923, shown at St. Louis, Aug. 12, 1948, once made Kansas City-Birmingham trips for 25 days, 7,350 miles, without filling fire.

John B. Allen, 728 S. Locust St., Centralia, Ill. 62801





Only two double-ended Fairlie steam locomotives are left in the world—both on the two-foot-gage Festiniog in Wales. No. 10, the *Merddin Emrys* (Adonside, 1879), heads for the long causeway which will take her into Portmadoc station and a waiting train on the colorful tourist line.

From Festiniog Railway, courtesy of Frank Kyper

the group's daily itinerary. The cars contained a cylinder press, a linotype machine, and a complete art and engraving outfit. An axle-dynamo supplied the necessary power.

11. How diversified is Canadian Pacific Limited?

In transportation it controls CP Rail, CP Telecommunications, CP Air (Canadian Pacific Air Lines Ltd.), Canadian Pacific (Bermuda) Ltd., and CanPac International Freight Services Ltd. All these are operated through wholly-owned subsidiary companies. CPL non-transportation activities are carried on by Canadian Pacific Investments through subsidiary companies, being: oil and gas, PanCanadian Petroleum Ltd.; mines and minerals, Cominco Ltd., Fording Coal Ltd., CanPac Minerals Ltd.; forest products, Pacific Logging Co. Ltd., The Great Lakes Paper Co. Ltd.; real estate, Marathon Realty Co. Ltd.; hotels and food services, Canadian Pacific Hotels Ltd.; finance, Canadian Pacific Securities Ltd., CanPac Leasing Ltd.; other operations, CanPac AgriProducts Ltd., and Commandant Properties Ltd. Oh yes, I believe they also operate a railway system.

12. Any info on D&RGW's early 1600 class engines?

Yes. These Baldwin-built 4-8-2's were aptly named Mountain type. They had three-cylinders, 25x30", hauling heavy passenger traffic up maximum grades of 3 percent. With high boiler pressure, and a starting t.f. of 75,000 lbs. these powerful giants were beauties. They had 67" drivers and an engine weight of 419,310 lbs. Their tenders were large, with 12 wheels and a capacity for 15,000 gallons of water and 25 tons of coal.

13. Tell me about the Dardanelle & Russellville R.R.

The D&R, controlled by McAlester Fuel Co. of North Dardanelle, Ark., was chartered as the Dardanelle & Russellville Ry. in Feb. 1883, and opened that year. Reorganized as the D&R R.R. on Jan. 13, 1900, it now operates freight services from a Missouri Pacific connection at Russellville to North Dardanelle, 5.22 miles. It has four locos: No. 12, 45-ton GE built in 1955; No. 14, SW-EMD, vintage of 1937, No. 15, SW-1 EMD, built in 1949, and No. 16, SW-1 EMD, built in 1942.

14. What was an Allen paper wheel?

A car wheel that had a steel tire and a center formed of compressed paper held between two iron face plates. The compressed paper could be turned and polished like wood. It was in limited use and never a big success.

15. When were individual paper drinking cups first used in U.S. passenger cars?

Possibly in 1909. The *American Engineer and Railroad Journal* for July, 1909, reported: "The DL&W Railroad has installed in the cars on some of its best passenger trains, an apparatus for delivering individual paper drinking cups to the passengers. The arrangement is such that each cup used must either be destroyed or carried away. Each passenger takes a fresh cup, which has been manufactured and put in the machine without being touched by hands." Anyone have an earlier date?

Running Extra

SOMEONE asked whether or not the 2-10-10-2 engine was larger than UP's Big Boy. No doubt the writer had in mind the Santa Fe's 3001 class. Ten such Mallets were built in the Topeka shops about 1911. Their boilers came from the 900 and 1600 class 2-10-2's, one of each being used for the high-pressure and low-pressure units. The 900's were originally 2-10-0's that had given trouble by derailing while backing up. The trailer was added to solve this problem. They were called "24-milers" because their speed was limited to 24 mph. The name Santa Fe type was applied to many 2-10-2's around the country.

The 1600 class were built as 2-10-2's, with the trailer truck mounted about midway of the cab. They were called "30-milers" for obvious reasons. The 2-10-10-2, or 3001 class, was used mainly on Cajon Pass; but because the boilers were hinged, they were unsatisfactory from a maintenance angle and each had been rebuilt into two 2-10-2's by the time I worked in Needles, 1917-'18. Much of this info was contained in *Santa Fe Steel Rails Through California*, a book by Donald Duke and Stan Kistler. I doubt if these engines were as big as the UP 4000 class in size, weight,

horsepower output, or tractive force.—Grant Allen, retired dispatcher, 711 Spring St., Sausalito, Calif. 94965.

INFO wanted on railroads and their routes in years 1865-1875 in U.S. Southwest, to help me in writing a Western novel.—Robt. A. Leeder, 30 Edgell Rd. Staines, Middlesex, England.

WHERE CAN I get specs on the Wabash *Cannon Ball?* I want to build a model of the engine that pulled this train.—Ned Blackwell, 3606 Porter St., N.W., Washington, D.C. 20016.

WHAT is the address of Frederick G. Harrison, author of *Fading Glory?* I want to write him for info. on Wisconsin & Michigan Railroad.—Olive H. Kadoch, 726 Gov. Stevens Ave., Olympia, Wash. 98501.

ANY INFO on Hamilton 9992B railroad watches? I want one in mint condition.—John White, 1010 Carson St., Greeneville, Tenn. 37743.

HOW can I get large (about 2x3 feet) pictures of streamliners for framing?—Louis Videillet, 848 25th St., San Pedro, Calif. 90731.

SOME 25 YEARS ago, Park & Pollard Co. of Buffalo, N.Y., used to ship us feed in their own cars with orange and black lettering PRKX. They went out of business about 1960. How many cars did they have? Any pix available?—Robt. Andrews, Box 935, Norwich, Conn. 06360.

INFO WANTED on Montreal Locomotive Works M640 diesel locomotive. How many of them does CP Rail have on its roster? Is the M640 still in production. Did any other road own one?—Wayne Merritt, 2051 Wellington Ave., Burlington, Ont., Canada L7R1P1.

WHEN WAS the Frisco opened between Amory, Miss., and Pensacola, Fla.? How many other roads were involved?—Herman Wilson, 13 Washburn St., Gloversville, N.Y.12078.

A POINT SWITCH can be found on almost any railroad line. A stub switch has no points, the track facing the switch is left unspiked for a few feet (rails held by gage bars) and the switch lever moves the track itself to line up with the stock rails of the switch. A crossover is simply two switches connected to each other, frog to frog, permitting trains to move from one track to another. Stub switches were common in the 1800s and a few may still be used on narrow-gage lines. They are unsuitable for high-speed running.—J.W. Mathews, Jr., P.O. Box 18-007, Seattle, Wash. 98118.

AN AUSTRALIAN AIR FORCE helicopter recently lifted a 9-ton electric double-deck railroad carriage in sections from a deep valley in the Blue Mountains at Glenbook N.S.W. Has this ever been done in the U.S.?—G. Xayamen, P.O. Box 3, Drummoyne, N.S.W., Australia 2047.

IN THE 1940s you published many articles by Milepost McGuire. Who was he and what happened to him?—Philip Shaw, 6828 Easthaven Way, Citrus Heights, Calif. 95610. *(Ed note:* He was Paul McGuire, a Santa Fe kingsnipe (section boss) in Oklahoma. The last we heard from Milepost, quite a few years ago, he was living in Fairfax, Okla.)

I WANT INFO on the Bessemer Ry.—Jay Gorham, 210 Gibson Rd., Louisville, Ky. 40207.

LOOKING FOR railroad passenger uniforms for my collection, especially from SP, RI, ACL, Frisco, Katy, and Milwaukee.—L.M. Dragoo, 1242 Eastside Blvd., Hastings, Nebr. 68901.

ANYONE TELL me where I can get a copy of the famed railroad print, "The Old Depot?"—Albert Biron, 413 Turrill Ave., Lapeer, Mich. 48446.

WHAT BECAME of the three Lake Erie roads, i.e., B&LE, P&LE, and W&LE?—Wm. Pond, 516 Patrick St., Portsmouth, Va.

ANSWERING a query: we have a class D10-h ex-Canadian Pacific Ten-wheeler No. 1098 at Steamtown, USA, Bellows Falls, Vt. She was built by Canadian Locomotive Co., Kingston, Ont., in Oct. 1913. Before being acquired by Steamtown, she worked at Lambton and Toronto. Too bad more of the them weren't preserved.—Leroy C. Hutchinson, historian for Steamtown Foundation and B&MRR Hist. Society, Inc., P.O. Box 302, Reading, Mass. 01867.

I HAVE the book, *Steam Power of the NYC,* which covers IHB power circa 1940. What does a roster of circa 1920-'25 look like? What unit numbers were assigned to the various wheel arrangements?—R.G. Zwiers, Jr., 15109 Irving, Dafton, Ill. 60419.

I WANT DIESEL loco info on Ontario Northland, DT&I, DT&SL, and Frisco.—David Brown, 242 Waterloo Street, St. John, N.B., Canada E2L3R5.

TWO MORE Family Lines steam locomotives are still extant. No. 104, a 2-6-2, stands beside U.S. 27 in Leasburg, Fla., while No. 3, also a Prairie, is in a roadside park in Zolfo Springs, Fla., on U.S. 17, across from SCL's Pease River bridge. The engines are Baldwins, who knows if they wre SAL or ACL?—Bruce Frazier, 1015 Periwinkle Way, Sanibel, Fla. 33957. *(Ed. note:* Thanks Bruce, for sending me pix of these old gals.)

WANTED: a brief history of the Kinzua Bridge in McKean County, Pa. Was it the world's highest railroad bridge? Which road ran over it?—R.W. Templeton, 308 Prospect St., Warren, Pa. 16365.

ANSWERING a query: the old CM&StP went directly to Bensenville from Chicago. I don't believe it ever had a line into Evanston. The Chicago & Milwaukee R.R. that built the line thru Evanston from Chicago to Milwaukee, became C&NW property about 1864.

At that time the LaCrosse & Milwaukee was operating out of Milwaukee via LaCrosse to St. Paul and had no Chicago connection. Its first line from Milwaukee to St.Paul was via Prairie du Chien, Wisc., on Wisconsin's first railroad, the Milwaukee & Mississippi. Elevation of C&NW tracks thru Evanston to Chicago started about 1910. Their new Chicago terminal on Madison St. was opened in 1911. The then Wells St. depot, where the Merchandise Mart now stands, was abandoned.—Alden E. Miller, 3212-34th Ave South, Minneapolis, Minn 55406.

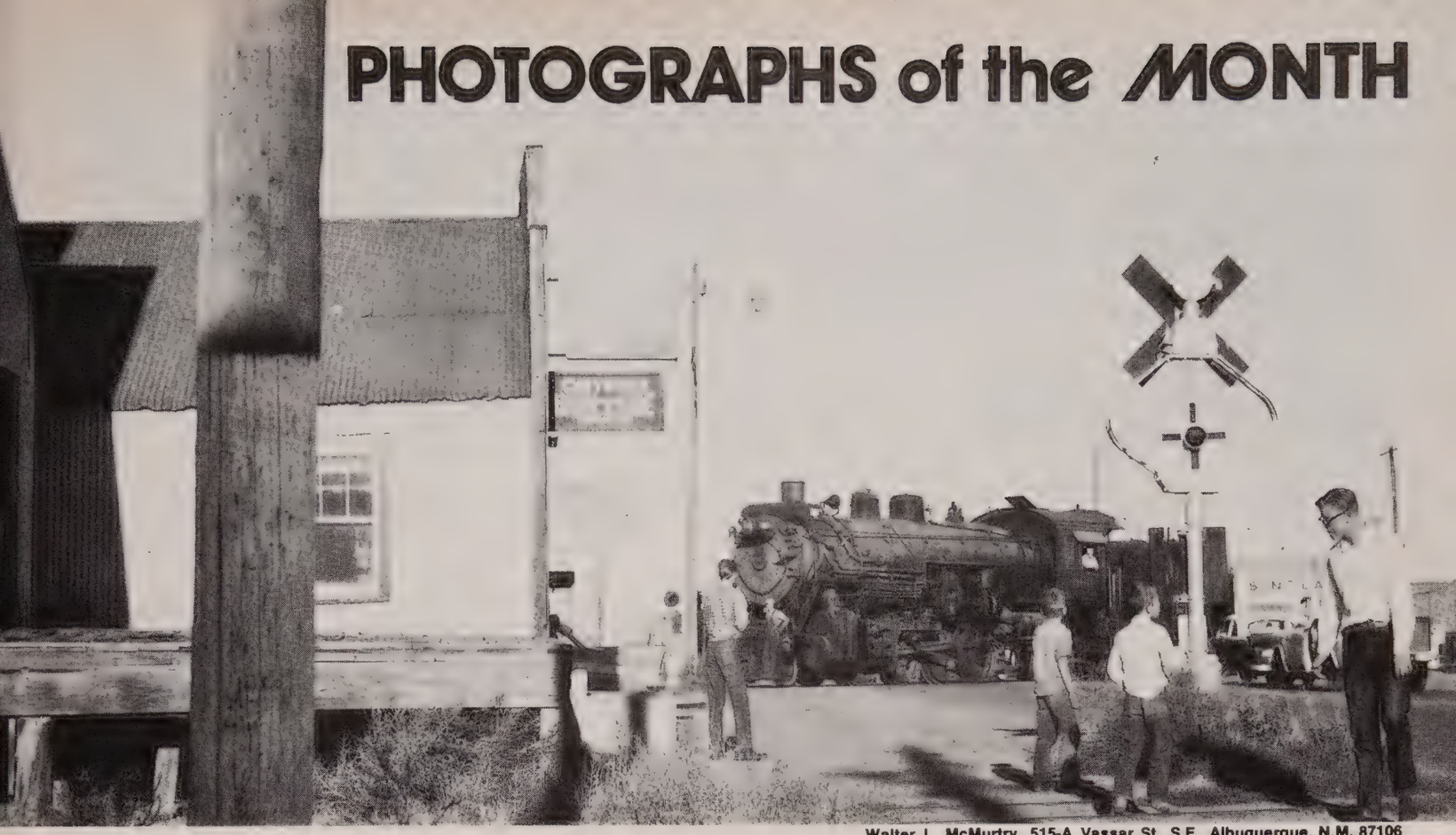
ANY CHANCE that Ann Arbor R.R. bond holders will get their equity and interest under new arrangement?—George Lesser, 150 Bennett Ave., New York, N.Y. 10040.

A FRIEND has an old switch lock with the bar portion naming the manufacturers as Slaymaker, Lancaster, Pa. Was it ever used on the Pennsy? When was the possible last date of use of such a lock?—Robt. Thomas, Box 326, 615 N. Wolfe St., Baltimore, Md. 21205.

ANYONE TELL me about types and numbers of steam and diesel locos that ran on Chicago & Eastern Illinois?—Ray Wahnsiedler, 5215 Alvord Blvd., Evansville, Ind. 47714.

WHERE CAN I get phonograph record of "Wreck of the Royal Palm"? Tell me the cost, speed, and type of needle needed. I also want data on Rock Island wreck about 1902 between two passenger trains in which some 70 people were killed on Alta Vista hill.—E.T. Alexander, 926 W. Sears, Denison, Texas 75020.

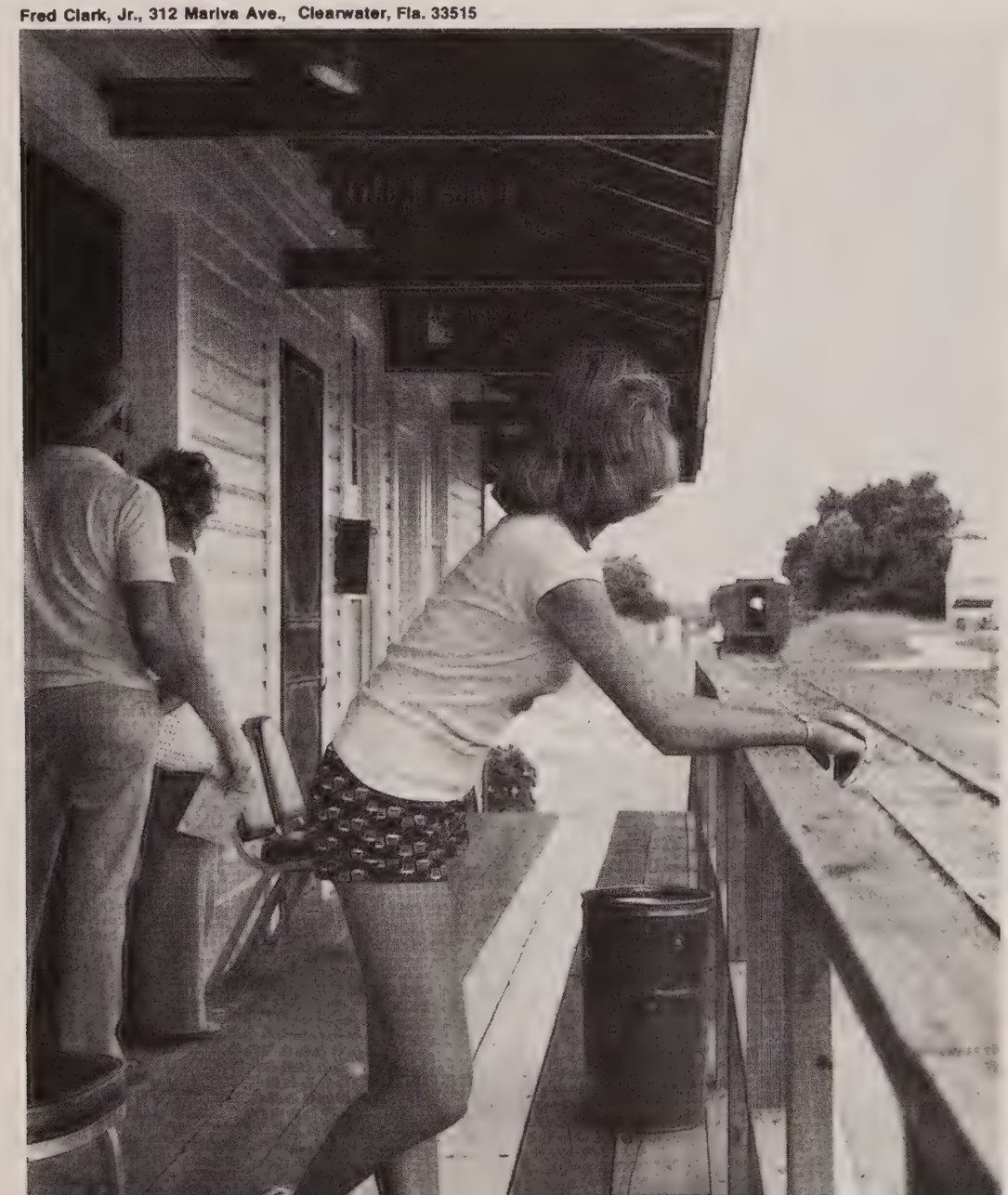
PHOTOGRAPHS of the MONTH



Walter L. McMurtry, 515-A Vassar St., S.E., Albuquerque, N.M. 87106

In 1958 at Cheyenne, Wyo., Colorado & Southern Mike No. 803 (the C&S Cheyenne yard goat at that time) backs across West Lincolnway (U.S. Highway 30) enroute to work at the UP interchange. Just to left of 803's smokebox is railfan Maurice DeValliere with camera.

Fred Clark, Jr., 312 Mariva Ave., Clearwater, Fla. 33515



Last trip for the day is coming up on Aug. 22, '76, for Orange Belt R.R. train as it backs into San Antonio, Fla., depot. Miss Cindy Dornblaser of Tampa watches and waits for her ride.

Intrigued by its new Union Pacific slogan, Interesting Railfan No. 161 photographed this caboose on the Redding turn last June 2nd. The steepled-hack was hauled back to Roseville, Calif., the next day.

Ramona K. McGuire, 2235 Tehama, Apt. 7, Redding, Calif. 96001.

Erie Railroad photograph

Memories of long ago. With thunderous exhaust, Erie train No. 30 runs wintry trail near Graham, N.Y.

Elaine Coletti, in a hoop-skirt of bygone days, is proud to fit into this restored depot scene at Essex, Conn., on a former New Haven branch line now operated by the steam-power Valley Railroad, just off Exit 3 Rte 9, four miles north of Conn. Turnpike. Santa visits line on December weekends.

Curtis E. Moussie, Rte 2, North Stonington, Conn. 06359

1976
1976
1976

Most Powerful Electric Locomotive

In terms of tractive effort over a wide speed range, this new GM10B is said to top all other locomotives ever built. Designed and built by Electro-Motive Div. of GM, with 10,000-hp (the diesel equivalent), it is shown undergoing final testing at the E-M plant in McCook, Ill., prior to going into test service on electrified parts of ConRail. It is a six-axle, six-motor unit with three two-axle trucks and was developed in cooperation with ASEA a Swedish manufacturer of electrical equipment. The big locomotive joins a smaller, 6,000-hp version introduced by E-M, May, 1975.

Union Pacific photograph

SNOW ON THE HIGH IRON

by Harry Bedwell

Reprinted from The Saturday Evening Post, thanks to permission of the author's widow, the late Mrs. Lorraine Bedwell, owner of the copyright. Text supplied by Interesting Railfan Frank Kyper, Railroad Publications, 20 Hilltop Drive, Burlington, Mass. 01803

RED KIRK got down from train 82 at Westwater, and the station platform squealed under his weight like a litter of hungry pigs. It was that cold.

The familiar sounds and smells came up from the railroad yard on the stinging air. Switch engines stuttered furiously, prodding rolling stock into short strings on the make-up tracks. One of the yard goats pasted a caboose onto a line of cars half the length of the usual train. A stubby freight waited at the lower end to follow train 82 out. A blizzard was scheduled, and they were dividing the trains in two and hurrying them over the mountain in close sections to help keep the line open.

The sustained explosions of an exhaust set the unemployed hogger's ears forward. A Mallet was shoving a rotary snowplow ahead of her along the ladder track. A caboose, like a little brown hen, clucked behind the big locomotive.

He knew by the sound of her brasses and the positive eruptions of her stack that the 1810 had been through the back shop since that night at Marble Gate when the *Imperial Limited's* headlight had flared in his face, and him at the throttle occupying the high iron with a drag. His left hand clenched in his pocket as he remembered the giddy, impotent feeling that had frozen him to his seat in the cab when the Mallet had quit on him in that sudden crisis.

They'd questioned him sharply about his conduct and courage in that affair. The division superintendent had been blunt in his preliminary opinions.

Then that girl, Annalee Harkness, had gone round-eyed and incredulous. Red's tongue always clogged and stuttered when he tried to explain the inexplicable things that happened when Mogul Mountain maneuvered you into a spot, then tried to destroy you and your train. Those who hadn't experienced it gave you the slanted eye. This apparent unanimous skepticism had finally made him red-headed sore.

He'd briefly told the Anaconda Short Line and all others concerned to jump in the river. Then he'd gone to Arizona to cool off. But you couldn't, he found, moderate your temperature in that climate. Besides, the question of his own courage still bedeviled him. The fact was, he'd experienced a spasm in the pit of his stomach every time the mountain had so much as shrugged slightly. Perhaps that indicated the timidity they obliquely charged him with. Maybe his nerve wasn't sound. He'd come back to find out.

Low sunlight, like thin platinum, swam over the snow-sheeted flats and flared on the swoop of Mogul Mountain brooding placidly beyond the river. He searched the raw heights where the rails looped through the Westwater grade.

The old Mogul lounged back lazily against the steel-gray sky. But Red wasn't fooled by the bland expression of the mountain. There was a halo of poisonous yellow about the crag's deceitful head. He knew the signs. Too many times had he blasted his locomotive up the twisting grades, and avoided the snares and sudden assaults of the ancient heap, not to recognize that aloof stare. The Mogul schemed some misfortune to the crawling trains. Red grinned at the wicked old tyrant.

WITHIN those few seconds he was back in the hard, swift surge of mountain traffic. Eighty-two's conductor skidded across the platform to the telegraph office for his orders. The waiting-room door flew open and a half-dozen passengers hurried to board the train—muffled figures, bundled against the cold.

Red Kirk paid them no heed till an exasperating name, in a reproachful tone, exploded softly on the brittle air, "Sidney!"

The hogger ducked as from a whizzing missile. He started down cautiously at the shapeless image that confronted him. Punitive blue eyes glinted from a fringe of muffling furs. A pugnacious nose was tilted at him. As usual, the top of Annalee's head didn't come quite to the level of his shoulder. He'd always expected it would someday. That young lady was capable of anything, even belated growth. She was second-trick operator here at the Westwater station, and an atom force he had continually to reckon with.

"Hy-ya, Annalee?" he grinned. "You've got prettier."

"Sidney," she protested, "where have you been?"

Annalee Harkness always mixed up his emotions. Her diminutive size made him too conscious of his own hulking height, while her decisive diction confused his labored thoughts and twisted his drawling tongue. She seemed too fragile to touch, yet she frequently plagued him into a impulse to spank her.

"I been down in Arizona," he offered cautiously, "helping them run a railroad."

He awaited the effect of it anxiously. He'd have to eat crow all around, and he'd have to try to judge accurately how much.

"Sidney," she said with too much sweetness, "you haven't been eating regularly. Why didn't you write?"

"I was sparing you the misery of trying to read my written observations," he explained glibly.

"You go right over to mother's," she instructed, "and get a hot meal. At once."

Her glance was as penetrating as the wind, and he hadn't enough protection against either.

"Dad is home with a cold," she went on. "I'm going to the Junction to do our Christmas shopping, but I'll see you when I return." e-

Red said, "Yes, ma'am."

The conductor was coming back from the engine, shouting. Red swept Annalee up the steps as the train began to move.

"And put on more clothing," she ordered. "You look frozen."

A white plume bounced at his lips as he sighed. "Soon's I get 'em outa hock."

THE RUN BOARD under the eaves of the station was ominously full of chalk marks. Most of the crews were out. Firelight from a stove inside flickered over upstairs windows. Red would now have to eat more crow. That spasm was crawling in his stomach again, and swallowing didn't quell it. The latch of the stairway door clinked like chains.

The chatter of frantic telegrah, instruments washed over him in the hall as the brass-tongued sounders chanted tidings of traffic on the high ridges, where trains stormed over the hump to be clear of the storm belt before the blizzard struck.

Division headquarters seemed to have moved into the big alcove just off the dispatchers' room, normally occupied by Andy Sharp, the traveling engineer, and trainmaster Cole. Now, Stewart, the division superintendent, and Anderson, the division engineer, were in there, working at a big table.

Andy Sharp glanced up, then lanced Red with a bitter look. The traveling engineer's beard flared. He came out of the alcove.

"If you'd been a child of mine," he said, "I'd have drowned you the first sight I had of you."

Red ducked his head to conceal a grin. If the Scotchman had been casual, he'd have gone back down the stairs.

The saffron margin darkened around the old Mogul's hoary head. The pale sun dropped behind a gray lining, edged it with clear lemon and went out. Then snow swept down upon Westwater from the upper reaches. The atmosphere in the dispatchers' room was as tight as the inside of a drum.

Intent officials studied the situation up there on the mountain as it came to them from telegrams typed swiftly by the operators from the babbling sounders. The reports grew more ominous. The wedge plows were now encountering heavy drifts. Summit's operator reported the wind driving in fiercely over the jawbone. From Marble Gate the roadmaster wired that the snowfall was increasing, but that so far the wind had kept the deep cuts of the Toboggan clean.

The division engineer hesitated to throw in the last of his reserves. In the yard below, the rotary plow stood ready to take up the attack, and a work train with its extra gang and explosives man was prepared to follow closely on its heels, so as not to be trapped in the snow behind it. But Anderson waited for the snow to move into the Toboggan.

Yellow cones from hooded lights fell over the old glass-partitioned tables where the operators and dispatchers worked. The telegraph instruments clattered ceaselessly.

It was snug in the big room, with the hard snow scratching fretfully at the windows. But Red grew restless. He knew the white hell let loose up there on the old Mogul. He could feel the blast of it, and the grunt and jar of the engines as they bucked the growing drifts obscured in the snow-blinded headlights. A callboy brought ham and cheese sandwiches and steaming hot coffee, and Andy ordered Red to join him at an unused telegraph table.

ANDY muttered in his beard as he ate. "The wind's still sweeping the Toboggan clean, the roadmaster says." He brooded. "I don't like it. The mountain is never that good to us."

"He is not," said Red Kirk.

"I'm trying to think what he's up to," Andy pondered. "The Toboggan cuts through where the walls come down in a steep v, and it's there the snow usually packs highest and hardest. But now the Mogul is keeping it clear for us."

He looked at the hogger, and his pale eyes glinted green. Andy considered these things seriously.

So did Red. "If the wind's turned against the mountain," he said, "the Mogul will find a way to turn it against us."

Andy chewed a sandwich awkwardly with his store teeth and scowled. Stewart came out of the alcove and saw Red for the first time. His clipped mustache bristled.

"I'd hardly expected you back here, Kirk," he snapped.

"Red's come back to take his engine," said Andy.

"Not on this division," Steward decided promptly.

Sparks flew when these two hard elements collided. There was a good deal of granite in Andy's construction. Stewart was made of silk and steel.

" 'Tis something to ponder," Andy put forward.

"Not by me," Stewart said.

Andy took up his patient brooding. "We have Gaspard on the locomotive of the rotary train waiting down there," he remarked. "A good man, but he has no experience of such operations."

The tired lines about Stewart's eyes contracted like a closing fan. He had a slipping hold on his short temper and his words were crisp, "Kirk was always in trouble, even before he quit on us at Marble Gate."

"You will remember, Mr. Stewart, that all our motive power was in bad repair when you came here. Our enginemen were mostly in trouble."

"Kirk was on Seven's time that night, stalled on the main line," Stewart charged.

Andy said patiently, "The steampipes of the 1810 were leaking in clouds, and then the split blew out of the nozzle at the moment he thought to pick her up and head into the clear. It was one of the tricks the mountain plays on engineers. The Mogul made a very vicious grab for him."

"That's some more of your madmountain talk," Stewart snorted. "Kirk just lost his nerve when he saw Seven's headlight staring him in the face, and he quit doing anything."

The delirious babble of the telegraph instruments surged through the room as Andy cogitated briefly.

"In most of life's expediencies Red is not competent," he said. "That I will admit. His temper is abrupt, which causes him to talk out of turn. He is sweet on a fine girl, and he does nothing about it. But he is a good engineman—very good on the mountain."

"You have now a fine set of alibis for Kirk," Stewart glinted, "but there's been too much elapsed time in presenting them. The record stands that he quit cold in an emergency he created himself, and he ran out on us afterward."

THE SPARKS of that conflict got into Red's carroty hair. The freckles plastered over his face by the Arizona sun showed on a rising scarlet. His unpredictable big feet had somehow moved him into the line of the Old Man's retreat. He knew all the hot words he wanted to use, but they were tangled on his tongue.

"Something's let go on the mountain," Andy said abruptly.

Along the rows of tables, operators and dispatchers sat, suddenly motionless, with eyes fixed on the hooded sounders, staring blankly. Every telegraph instrument in the room was still. The chatter of all those brass tongues had ceased, and the silence seemed to ache as everyone strained to start them going again.

But all the sound now left in the dusky room was the scratch of snow on the windows.

Stewart asked cautiously, "What could have happened to take out all the wires at once?"

"A slide," said Andy.

Stewart winced. "But it might be only a rock rolled off a slope."

" 'Tis a slide in the Toboggan," Andy stated.

"How do you know that?"

"Why else was the Mogul keeping the Toboggan swept clean? 'Twas just to fill it with a slide at the proper moment."

"Andy," stormed the super, "you're an old woman!" He turned on the division engineer. "You'd better send the rotary up now."

"You'll have to wait till an operator plugs the wire this side of the break," the dispatcher objected, "or else flag the rotary out. I can't give him running orders without protection."

Friction sparks hopped as Red Kirk tumbled his hair. He was still burning.

"Look, Andy," he stuttered, "if I stick around here, I'll sure enough tangle with the Old Man. I'd better fade out."

"As I have remarked," Andy said, "in the ordinary conduct of life, you are not qualified. Do you know what has happened on the mountain?"

"Sure. A flock of snow slid down the hill and took the telegraph wires with it. Mebby blocked the main."

"Do you reckon what train is on the Toboggan at this moment?"

Something cold was laid on the back of Red's neck, and a thin piping set up between his ears. He felt the grim clutch of the old Mogul. His tongue could barely force the words between his teeth. "That would be Eighty-two," he said.

Andy nodded.

"And Annalee is on Eighty-two," Red gulped.

" 'Tis time you recollected it," Andy brooded.

ALL THE WILD beliefs in the mountain's destructive nature stormed through Red's senses. His Arizona freckles stood out like gold splashes embossed on bond paper. His galloping strides to the group at the dispatcher's table reverberated through the room.

"Mr. Stewart," he said, and nearly swallowed his tongue, "I'll flag the rotary train up the hump."

The superintendent said, "What?" and stared at him blankly. "How far would you get walking the ties in that blizzard? Why do you want to flag?"

"Annalee's caught in that slide on the Toboggan."

"If I hear anything more about a slide on the —"

Stewart strangled and worked his fingers. Red leaned over the dispatcher's shoulder and studied the train-sheet.

"Mister," he pleaded, "why can't you turn the rotary loose when Nineteen gets in? There's nothing else this way between here and Marble Gate. And nothing can get by that slide."

"Listen," the dispatcher invited patiently, "will you tell me in short, simple lingo just how you know there's a slide in the Toboggan? Because I'm the first one who ought to know."

Red opened his mouth, then closed it. These rails who wore the seat of their pants out in swivel chairs couldn't see what wasn't on the desk in front of them. And you couldn't tell them a damned thing.

Andy Sharp burred, "Take it easy, Red."

All the others were looking at the two of them as if they'd just escaped from a cage and might be dangerous.

Stewart tossed an abrupt gesture. "You two crackers get the hell out of here before you drive everybody nuts!"

Nineteen moaned at the lower end of the yard.

"You holding everything here till they get word from Eighty-two somehow that she's buried in a slide?" Red asked ominously.

Stewart took a step and set himself. He was a bulky man, and there was second-degree murder in his heart. His right hand closed into a fist.

A thin, awkward sound slid into the room. It was no louder than a pencil point pecking on the glass top of a desk, but everyone turned toward it hopefully. The trick dispatcher thrust his face at the resonator. He flicked a pad of clip under his hand and took up a pen.

The brass tongue of the sounder had come to life. It wagged and clacked clumsily. It stuttered and skipped and held its breath. Then it beat out stolid dots and dashes.

The dispatcher frowned at the instrument and held his pen poised. He wrote a word, then scratched it out. Puzzled, he glanced at the chief, who shook his head blankly.

The trick man's face brightened. "That's Annalee's sign," he said, and held his ear closer.

The bottom fell out of Red's stomach. He watched the dispatcher's face sober and lengthen as he listened intently. Andy muttered in his beard. The sounder pecked on like a tipsy man with a wooden leg.

THE CHIEF murmured in Stewart's ear, "It's a slide on the Toboggan, all right. That's Annalee sending. Says it's covered up Eighty-two at Mile Post 460. The conductor dug out and found the broken ends of wire, and she's sending by hitting those two ends together."

The chief turned to listen again. Red crowded closer.

"She keeps sending the same thing over and over," the chief muttered, "because she's got no receiving set and can't tell if we're getting her. A boulder in the slide smashed into the engine and broke some pipes and let out all the steam. So there's no heat in the cars. Says a lot of windows are broken out and snow piled into the coaches."

Red collided with something solid as he made for the door. The object grunted and said, "Take it easy, Red."

The hogger almost choked. "Square it with the Old Man if you can, Andy, but anyhow I'm going to take the rotary up there. Try to stop me and see what happens."

The stairs shuddered under him and then snow spattered his face and slid under his collar. The rotary train on the ladder track loomed through the spindrift—faint lights in the plow, a flicker from the Mallet's firebox, and a tail light cast a bleary eye from the rear of the caboose. The work train slumbered behind, a wedge plow blunting the head end of the locomotive.

Red Kirk thrust his length under the storm curtains of the 1810 and surged into the cab. The smells of

hot oil and live steam, the feel of muttering power under the dim lights at the gages, crowded about him. The uproar and uncertainty drained through his long legs to the deck plates under his feet. The rocking world steadied.

Gaspard, pleated over the right-hand seat, stared at him drowsily.

"Well, if it ain't the old woodpecker himself," he drawled. "And what a night you picked to come back."

"Yeah," said Red. "The Old Man, as soon as he seen this weather, thought I ought to get back and handle it. You can stagger on home and tuck yourself in. I'll take her up."

He glanced at the steam gage, and folded and peered into the firebox. He tested the injector.

Gaspard unwound himself. "Sure enough?" he said happily. "They send you to take her?"

Red grunted. "Hy-ya, Pick!" he shouted to Pickard, the fireboy.

"You ain't got enough clothes on for up there, have you, Red?" Gaspard asked.

"I'll make it," Red replied glibly. "I got called before I unpacked."

"Take my gloves, anyhow," Gaspard offered. "Give my regards to Santa Claus if you see him around the North Pole, and tell him I been a good little boy." The storm curtains closed over him.

Red slid into the storm after him and pushed forward and rapped on a door in the rotary. A window dropped and the mechanic's head showed.

"Tell your fireman to keep her hot," Red instructed him, "and you wind up that blade when we hit the drifts, 'cause I'm not going to hesitate."

"You just keep shovin', hogger, and I'll grind us a way," the mechanic assured him.

FIGURES came through the stairway and scattered. Conductor Patton climbed into the cab behind Red.

"You're not the engineer I registered out with," he said, "but Andy says he'll fix that."

He unfolded tissues, gave Red copies, and read the orders over rapidly.

"Let's go!" Patton ducked under the curtains.

The head brakeman's lantern winked at the switch stand. Red fed the 1810 a hatful of steam and they rolled onto the main line. The familiar pull of the grade began at once as the white slipes slid up on either side.

The Mallet tripped over small drifts, then the rotary's engine ahead took hold. The cutting blade began to spin. White jets of snow spouted from the big nozzle on the hood.

The headlight on the rotary couldn't penetrate the swarming flakes. Moving forward was like a slow push into an interminable and disorderly curtain. But the feel of the dips and the swing of the curves told him their exact location on the grade.

The jar and check of the larger drifts grew more frequent. Jets of snow from the hood spouted in a driven column. The roar of the nine-foot cutting wheel as it bit through the soft white drifts and the drone of the fan blowing it from the hopper subdued the cry of the storm.

Red's hands worked the levers with unhurried, exact skill. The quick, easy explosions of the exhaust showed that the Mallet wasn't extending herself. The wind ripped holes in the confused curtain of flakes. The white slopes sliding down dimly in the smother tossed back the roar of their passing.

A steady stream from the hood of the rotary ahead played over ridges and fell and drifted into sheet depths. The drag of the grade pulled intimately at the seat of his pants. Red Kirk was back on the mountain. and thinking of a girl he knew very well.

Lifeless blind sidings crawled by. A stubby freight had slunk into the clear at Casco.

The order-board light at Castle Rock burned a ruby hole in the welter. Red blasted with his whistle and the light winked green. The lonely station slid by.

Even with visibility ahead shut out, he knew by the cold spasm in his stomach when they came onto the Toboggan. The bark of the Mallet sharpened. She shuddered and stamped as the mountain put his weight against the struggling train. You could feel high walls close in.

Dim senses fumbled through the obscurity ahead. He knew by the feel of the first slight impact when the rotary wheel came into the packed snow of the slide.

He checked and felt for the right power on the throttle as he eased her into the collapsed mass. The wind flung back a thing grating sound and a faint whine. The wheel had caught a rock and tossed it back. The mechanic signaled him to stop. Red blew out a flagman to the rear and climbed out.

CONDUCTOR PATTON came forward from the caboose, his pale lantern rocking as he stumbled over the uncertain footing. The headlight struggled feebly through the turmoil of flakes.

A tree trunk with gaunt branches whipping in the wind was thrust up from the broken surface of the slide that choked the cut. The bald head of a big rock peeked above the spilled heap. That avalanche had brought down some mountain scenery with it.

"Our rotary wheel," said the mechanic, "will sometimes chew up tree trunks and spit 'em out, but it won't masticate rocks. If it tries to devour a big one, it'll sure tear out the blades."

"We'll have to wait till the work train comes up," Patton decided, "and let the section men shovel out the boulders before we move in."

"Yeah, and leave those people freeze in the smashed coaches of Eighty-two," Red muttered.

Patton asked harshly, "Well, what in hell else can we do?"

"Keep going," said Red.

"And wreck the rotary wheel on the first big rock it hits," Patton scoffed. "Then the plow's through. Just like she's not here."

"She ain't doing no good standing where she is," Red pointed out.

"All right," Patton snarled. "You want to try it like this?"

"Yeah," Red nodded. "I guess we'd better."

"What do you say, boilermaker?" Patton asked the mechanic.

"Me, all I got to do is work the wheel and the nozzle. Red does

the pushin'." The mechanic climbed inside.

"That's all I want to know," Patton snapped.

Red juggled the Mallet forward as dexterously as a conjurer. He could feel through his hand on the throttle the maximum power the spinning blades would take, and he sensed through his big-boned fingers every substance the wheel encountered.

The fireman leaned on his shovel and admired Red's performance. "The old Mallet sure does mind her papa tonight," he grinned.

The smooth bore trailed slowly out behind them. The cold squirm inside him urged him to tear into the old heap and race up to the point where the slide had roared down on Eighty-two. But you had to smother that impulse and just keep plugging at the packed slide. The old Mogul was hunched up there in the whirling dark, craftily watching for a chance to snare the reckless ones.

Solid substance grated at the drum casing of the rotary wheel, and he shut the throttle and flipped the brake-valve handle in one swift reach. The stub train grunted and stopped in its tracks.

Red sounded three short blasts and eased the Mallet back. He took the fireman's shovel and crawled out and slid into the end of the bore. A patch of boulder showed in the snow where the casing had scoured it. He outlined the stone with the shovel. It was eight feet long and nearly as wide, embedded at an angle across the rails.

"Looks like that's got us stopped till the work train gets here!" Patton raised his voice above the wind.

"Reach me some of them gate boards in the tender," Red ordered his fireman, and Pickard stumbled back to the engine.

THE FIREMAN struggled forward with some planking. Red experimented, holding the boards at different angles across the face of the drum casing. He studied the arrangement in conjunction with the boulder.

"A couple of you hold these in place while I move up," Red instructed. "When I'm snug, you get in the clear while I shove."

He went back to the cab. Patton stood by and signaled with his lantern.

Red coaxed the throttle, and the Mallet stamped. The driver slipped. He sanded and tried again. The Eighteen-Ten put her back into it. The drivers howled as they gripped the rails and moved forward. He could feel the rails and moved forward. He could feel the boulder grate back along the casing. Patton wagged his lantern. Red got out to look.

"She'll clear," he decided.

The falling snow had thinned to a few scared flakes. The wind felt like a coarse grade of sandpaper.

"Don't you toss any of them rocks in my lap," the mechanic pleaded as Red headed back to the cab.

The blades sang as they bored into the packed snow. Wind ripped the white column from the hood and tossed it back over the cab. Red's hand grew ruthless on the throttle as he crowded the capacity of the raging wheel.

Patches of stars danced among scudding clouds. The weaving headlight daubed the slopes that swayed by to the rock of the locomotive. A cliff loomed directly in their way, a new item in that landscape.

Red slid back the window and took the lash of the cold as he squinted through the flying snow from the hood. The barrier moved up overhead. He eased his train to a stand.

The work train came up close behind. Red moved cautiously up the steep wall that blocked the way. An ominous movement started from above and the snow underfoot slipped and sagged.

Old Mogul's wall here curled in a knife-blade ridge. Beyond, it fell back in a hollow cone slanting toward the ridge. Red Kirk knew every curve and sweep and angle of the terrain along the line. He studied the new arrangement of the landscape the storm had made.

The girl was still there with him, invisible and intangible, in the back of his mind; but his full attention was concentrated on getting the rotary the rest of the way up that mountain.

Men moved up from the work train. The extra-gang foreman inspected the white barrier.

"How'd that get here?" he demanded.

"The slant of the wall shoved the slide up against that ridge," Red told him. "The ridge funneled it down here across the cut."

"We'll have to dynamite to get through," the foreman decided. "Where's that explosives man? . . . Hey, Jerry! Here's a job for you to shoot!"

"You can't do that," Red said.

"Yeah?" said the foreman. He didn't take orders from hogheads.

"No," said Red, "you can't."

"Mebby you got a better way," the king snipe suggested. "But I ain't going to stand here and freeze while you make up your mind."

"There's gobs of snow on that wall above what the slide took out," Red said. "It's likely hanging by its whiskers. You go to blasting, and the rest of it'll come down."

"So what?" inquired the foreman. "It'd better come down now than on top of us when we get in."

"Eighty-two is up ahead about an eighth of a mile," Red said. "If another slide hits her, there won't be anything left to rescue."

THE KING SNIPE opened his mouth, but the cold hurt his teeth. He closed it at once.

"We got to get the passengers out now," Red decided, "and we got to do it without starting another slide."

"All right! But you say how."

"We might try to shove the rotary through," Red considered. "I don't know as it'll work. But we got to try."

"Look," pleaded the foreman. "See how high that stuff's piled? When it starts coming down on you, with all them rocks and trees in it, you and your train'll be flattened out and buried."

"Yeah," said Red, "but we got to try it." He looked at the mechanic. "Wind her up, then unload," he ordered. "The rest of you stay off the train. I won't need you."

The mechanic had stood in a thin mist of snow driven in on him from the top of the hood. He'd been scorched behind by the rotary's engine, and frozen in front by the cold blast from the wheel.

"You ain't bounced any rocks on me yet," he said. "I'll ride."

Red went back to the cab. He

peered into the firebox and glanced at the gage.

"I'm going through the drift, Pick," he said. "You better get off and watch me do it."

"What for?" Pickard asked. "It's more comfortable here."

The ascending roar of the rotary wheel beat in muffled cadence against the white slopes. The safety valve lifted on the Mallet and a fluff of steam feathered and froze.

Red nodded and eased on the throttle. The Mallet calmly took up her tasks. She just had to. Train 82 was up there somewhere on the brink of eternity and one of the riders in that train was Annalee Harkness.

The column of snow arched and blossomed from the hood. The tumbled cliff above began to move like jelly as the blades drove into its side. The mass spread out at the base, then the face of it crumbled and slid forward in a slow avalanche.

Red stoop up at the boiler head and his big-boned fingers told him where to set his throttle. Blackened snow was blasted from the stack. Then the slide washed over the stubby train!

The exhaust choked and stuttered. Masses of snow and rubble scraped along the boiler, broke out cab windows and crowded through the broken panes. The mountain leaned forward and put his weight on the struggling train as it squirmed and exploded in the white smother.

Snow piled in from the tender and hissed and steamed at the firebox door. The cab was full of a choked clamor. Red gave the throttle two more inches.

A ROCK CRASHED on the roof and came halfway through the splintered wood.

The exhaust cleared with a sharp snarl. The short train lurched from the squirming mass, leaving a deep gouge in the barrier. Snow receded below the broken cab windows, and the sharp wind came through. The rotary opened up a smooth bore again in the packed slide. The wheel made a noise like a busy boiler shop, but the white column still flared from the hood.

Red didn't check the Mallet. He took the cut of the wind as he peered ahead through the broken windows. Cold stars jigged against a brittle blue. The old Mogul lounged back insolently against the clearing sky. He stared down like an evil spirit on the battered worm that crawled along his flank.

"I sure got a tenderful of nice snow," the fireman complained.

Red glanced up at the high walls. Above the scar of the slide, masses hung banked up against an upthrust ledge. If the old Mogul shrugged once, that mass would be roaring down. Red quit breathing, and eased the throttle to quiet the explosions of the exhaust.

A thin drift of smoke showed on the white surface ahead. He screeched his whistle cautiously.

A bundled figure climbed from some depths and flapped its arms. The rotary wheel clanked and wailed. Then it blew up with a ripping cry. Twisted blades erupted from the drum casing in a whistling burst.

The hogger slid his brake-valve handle over as the rotary jarred into the solid mass. He glanced back as he ran forward. The work train was shoving through the gouge he'd made in the barrier, the snow curling high over her wedge plow.

The bundled figure of the conductor stood by a tunnel that slanted to the rear platform of Eighty-two.

"How you doing?" Red asked.

"Not too bad up to now," the conductor admitted. "But it wasn't getting any better. We built a fire on an iron plate in the baggage car, it having fewer windows. But the draft wasn't good. There wasn't much heat."

Another bundle struggled up the tunnel. A small voice cried a name that sounded exasperatingly like "Sidney." Red snatched the packet and stared into the flushed face of Annalee Harkness. Her lips were swollen as if they had been burnt. They moved cautiously.

"The mountain sure did thrug," she lisped.

Red raised a frosted eyebrow at the conductor.

"Oh, that," said the trainman. "Annalee tried to catch a reply to her message over the broken wire, so's to know if anybody got it. She held the ends together between her lips to see if she could feel a spark of somebody sending back. The wire was so cold it burnt her. She can't talk good."

"Mebby," the hoghead said, "I'll now have a chance to make a remark without being interrupted."

"Right here," Annalee murmured, and put a finger on her cheek.

Red debated dumbly, then solemnly kissed the spot.

ANDY SHARP, the traveling engineer, climbed aboard the 1810 as Red pulled into the Westwater yard late that afternoon. Andy's critical eye noted the battered and boarded-up condition of the Mallet, and the disabled rotary plow.

"Looks like you had a time," he decided.

"Yeah," said Red, "there was some trouble. And if having a cold, sickly feeling in the stummick is being afraid, then I was plenty scared. Is that what the Old Man was talking about?"

"As long as you stay scared of the Mogul and don't lose your nerve," Andy said, "you'll continue to be a good engineer."

Red pondered, but he couldn't make that register.

Andy said, "I saw your friend Annalee when she got back."

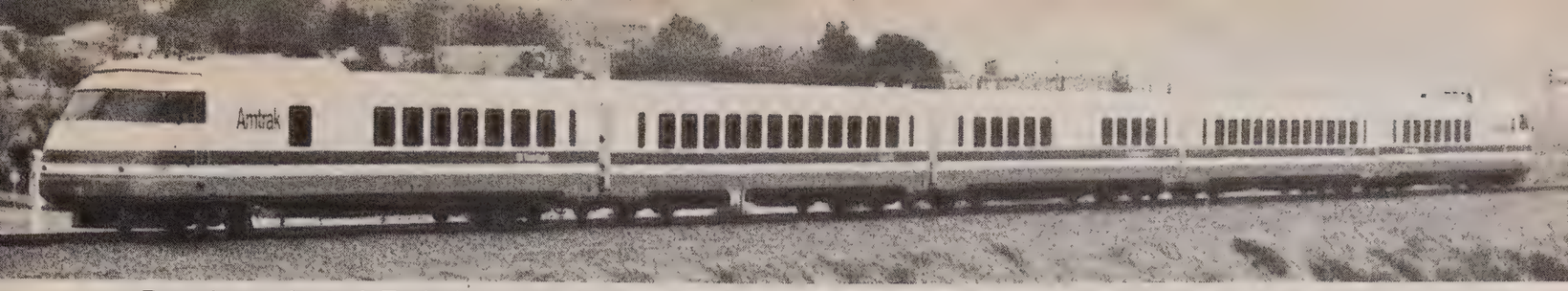
"Is she all right now?" Red asked quickly.

Andy brooded. "I guess it would take a blizzard, or some such blast of Nature, to arouse your human emotions."

The freckles of engineer Kirk scalded by a flush.

"Mr. Stewart wants to see you," Andy went on. He's still half mad at you, and he'll have some remarks to make before he gives you back your engine."

The rails go westward in the dark. Brother, have you seen starlight on the rails? Have you heard the thunder of the fast express?—*Thomas Wolfe*



Brand-new Amtrak Turboliner now in service on former New York Central route from Grand Central Terminal to Buffalo via Albany, Syracuse, and Rochester. Rohr-built train shown recently near San Diego.

PASSENGER TRAIN SURVEY

IT MAY SURPRISE you to learn that Amtrak is in charge of directing virtually all ConRail freight train movements in the Northeast Corridor, in addition to its rail passenger service in that area and even the commuter trains provided by state agencies. This responsibility has existed since September first. It is being carried out under the direction of Robert A. Herman, regional vice president-operations.

The territory covers from Boston to Washington (except between New Haven and New Rochelle, which remains part of ConRail's Metropolitan Region); New Haven, Conn., to Springfield, Mass.; and Philadelphia to Harrisburg, a total of 565 route miles which Amtrak bought from ConRail. Full control of the Corridor results from agreements reached among Amtrak, ConRail, and the railroad labor organizations involved in the takeover of personnel covering Corridor operations.

ConRail has been awarded a $23,400,000 operating assistance grant for rail passenger service in the Northeast Corridor and Great Lakes Region by the Urban Mass Transportation Administration.

FOLLOWING a mandate from Congress, Amtrak's Board of Directors designated an experimental route between Seattle and Salt Lake City via Boise, Idaho, and Ogden, Utah, as the nation's next intercity passenger rail service. This service is expected to begin next spring after the necessary track and facilities work is completed.

It will be an extension of one of Amtrak's existing Seattle-Portland trains and will provide connections at Ogden with the San Francisco-Chicago train, the *San Francisco Zephyr,* and at Salt Lake City with the *Rio Grande Zephyr,* which runs between Salt Lake City and Denver three days a week.

Specific instructions of a House-Senate conference committee directed that consideration be given to "major population areas in the contiguous 48 states which do not now have intercity rail passenger service." The conferees specified that the next experimental route designated "will provide service to Boise, Idaho." Under law, an experimental route must operate for at least two years.

ABOUT $584,000 will be spent for interim improvements to Amtrak's Wilmington Shops. This facility is the only one Amtrak has that can handle repairs to GGI locomotives and Metroliner equipment. The improvements are essential if maximum efficiency is to prevail. In the Metroliner Shop at Wilmington the major improvements will include replacing the outer roof; enclosing, lighting, and heating two outside repair tracks, and replacing the 63-year-old transfer table—which is used to move cars from one shop to another—with a diesel hydraulic transfer table.

Among other improvements are buying additional tooling and test equipment for the Electric Shop to provide greater capability in rebuilding and testing electrical components, installing an internal communications system throughout the entire Wilmington facility, replacing part of the steam-heating plant in the Locomotive Shop, and building a pollution-control dam. The GGI's have been serviced there since they were introduced in 1932.

A MAJOR tourist attraction is a ride on the first operating section of the new Metro subway in Washington, D.C. It's part of a new experience in entering the nation's capital via the National Visitors Center, converted from old Union Station, the city's traditional gateway. The subway whisks you from the Metro station right at this Center to the heart of the busy office-building section at Connecticut Avenue and L Street, N.W., a little over three miles in less than six minutes. By taxi or bus the trip would take you about four times as long. The Metro is a big plus for arrival by train.

Both the Visitors Center and the new rail passenger station build directly behind it were ready on schedule, but construction has fallen far behind on parking facilities. Amtrak and Southern railway now provide a free shuttle-bus service between the station and a contract parking lot several blocks away.

Metro already has 4.6 miles in operation, some of it above ground, paralleling Metroliner tracks to the northeast. Next segment to open, in February, will be an additional mile to the existing line extending northwest under Connecticut Avenue to Dupont Circle. Phase II will be 13.2 miles of an interlinking route, serving the Pentagon and other major destinations south of the Potomac River in Virginia and scheduled to open next summer.

ONE of the United Transportation Union's newest brakeman members is Patricia A. O'Leary, of Local 1763 in Harmon, N.Y. She is an employee of ConRail, working out of Grand Central Terminal. Pat is said to be the first woman brakeman on a commuter line in the history of the metropolitan area's railroads. She says she was bored with a 9-to-5 secretary job and enjoys the freedom of being a railroader. Newspapers describe her as a "pulchritudinous" ticket-puncher with a disarming smile.

RAILROADERS interested in Amtrak might want to take advantage of the passenger corporation's offer to put employees of various roads on its mail list to receive *Amtrak News,* a bi-weekly employee newsletter. All you have to do is send your name and address, including zip code and company affiliation to Editor, *Amtrak News,* 955 L'Enfant Plaza, SW; Washington, D.C. 20024.

USING money borrowed from the state trunkline highway fund, Michigan's Highway and Transportation Department will buy eight used passenger rail cars to expand commuter service in southeast Michigan. These coaches will be bought from Penn Central for a total of $80,000. Refurbishing the stainless-steel cars to suitable condition will cost about $100,000 each, it is said, but new ones would be priced at $425,000 each.

That's an Amtrak SDP40F wrapped and taped. The unit has just been through a major overhaul in ICG's Paducah Shops and is now in paint shed for final touches in June '76.

Jerry Mart, 2819 Lindsey Dr., Hopkinsville, Ky. 42240

Arriving for six months of testing by Amtrak, a new Swedish-built ASEA Rc 4 electric loco is being off-loaded from the Atlantic Conveyor at Elizabeth, N.J., terminal of Atlantic Container Line. The 6,000-hp lightweight, high-speed, 80 ton locomotive will be operated by Amtrak on its Northeast Corridor rails. It can go 120 mph.

The commuter service to be expanded by mid-1977 now is limited to one round trip daily from Jackson-Ann Arbor to Detroit and four round-trips from Detroit to its northern suburbs.

Who Wants 1,000 Vans?

SOUTHERN PACIFIC has offered to give as many as 1,000 vans to commuters if the promise to stop riding its trains. But the passengers are not jumping at the offer.

"I don't know seven guys on the Peninsula I'd care to ride with," snapped one commuter hustling to catch a morning train.

The railroad says it is losing $9 million annually hauling 8,000 commuters a day up and down the San Francisco Peninsula. It offered to buy up to 1,000 fully equipped, eight-passenger vans and provide the expertise to form commuter pools.

Robert Crossland, a brakeman, was skeptical of the plan. "Putting eight guys in one car five days a week? They'd kill each other before they get to the city."

SP has long sought to end its commuter runs on the peninsula, but has been rebuffed by the state Public Utilities Commission, which must pass on all requests to establish or terminate such services.

SP Vice President Alan D. DeMoss argued that the plan would save money for the riders as well as the railroad. For example, he said, a commuter from Palo Alto, 45 miles south of San Francisco, now pays $40.50 a month for five-day-a-week service. That would rise 96 percent to $79.25 if a proposed fare increase now before the PUC is approved.

"But he'd only have to pay an estimated $29 a month for his share of van pool operating costs," DeMoss stated. "The railroad is now actually spending $3 for every dollar it collects in fares."

Under the proposal, which also requires PUC approval, the commuters would each own a one-eighth share of the $6,000 vehicle. Replacements would be purchased through excess money collected to run the van.

"It's actually a very intriguing idea," Leonard Ross said, a PUC commissioner.

But the men and women riding the trains snubbed the proposal as an effort to get out from under the unprofitable line at a sacrifice in convenience and environmental protection.

Joanne Cheverton of Redwood City said it would "just mean more cars on the freeway." "I don't think we should be using more gas these days," a companion added.

About 8,000 persons ride the 22 commuter trains in each direction along the Peninsula. SP wants to either sell the service or raise fares by 96 percent, or both.

Says Don Edmisten, 2157 Donald Dr., Morgan, Calif. 94536: "The profit-plagued SP has suggested commuter trains be discontinued on the peninsula in favor of vans generously supplied free to commuters by the company. This far-out proposal would supposedly lessen pollution produced by relatively smog free trains while placing 1000 extra tail-pipes out on U.S. Highway 101 each morning. Why is the SP so anxious to eliminate commuter business when it has even had offers of subsidies to keep this vital service operating to the South Bay?"

Joint CN-CP Timetable

CANADIAN NATIONAL and CP Rail have agreed to cooperate in providing passenger service with a joint timetable, we learn from Giles Chevrier, of CP's station at St. Lazare de Vaudreil in Quebec. The two big systems have called for tenders for 10 new high-speed passenger trains to be financed by Ottawa.

"The government has recognized that, since passenger services have no hope of making a profit, it cannot expect the railways to provide new passenger equipment financed in the normal way," says CNR president Robert A. Bandeen.

Future emphasis will be on inter-city passenger services in densely-populated areas. Attempts to retain long-distance trains are just "nostalgia," Bandeen believes.

Dramatic improvements in transcontinental passenger service could be as much as five years away even if the railways were given the money to buy new equipment immediately, according to Garth Campbell, CN vice president of passenger marketing.

He told the Canadian transport commission that although faster, lighter rolling stock is available now, it would be at least two years from the time the order was placed until it was ready for service. And he said CN would want to test out the new equipment thoroughly on short-run inter-city services before committing it to the 3,000-mile transcontinental service.

TRACS, the Traffic Reporting and Control System which keeps track of each Canadian National rail car, trailer, and container and its contents, movements and status, is now capable of producing similar data on CN's passenger trains. All passenger trains across the system began reporting to the TRACS computer last April. The final cutover of passenger train reporting involved trains operating between Saskatoon and Vancouver.

P.L. Leggatt, manager of TRACS and on-line operations, says that with the advent of passenger-train reporting, it is possible to get a print-out of train consists, performance, arrivals, and departures that can aid passenger services in overhaul, equipment, and service control.

Commuter Railroad Cops

DID YOU KNOW that specialization exists on some railroad police forces, especially those that operate commuter trains? Two years ago the Illinois Central Gulf organized a special agents force for its Chicago-area division, to which 17 special agents are now assigned for 24-hour, seven-days-a-week service, reports the *ICG News.* These men face the challenges common to railroad "bulls" everywhere, plus many cases peculiar to urban commuter lines. Vandalism is the biggest cost problem on the commuter division.

"A kid throws a rock and then runs away," says ICG special agent Bill Moylan. "How can you catch him? If he hurls a stone into a window, that in itself may not be too bad; but if he doesn't get caught, he is likely to throw others. Another problem is theft. People who jump gates or walk into the train without buying a ticket will probably be arrested. If they are convinced—as they usually are—the 95-cent ticket they should have bought will cost them $100 in court."

ICG commuter trains are regularly patrolled by city bluecoats working on the street. Other protection comes from the Passenger Assistance Link. This center maintains closed-circuit television cameras set up in 59 different commuter stations and monitored 24 hours a day at Hazel Crest, Illinois. Operators can usually scare kids away by the power of their voices over the loudspeaker. The ability to tape any incident from the PAL center helps to catch criminals. A button can be pressed and a tape started in a matter of seconds. Tape of an armed robbery in process on the ICG recently led to catching the suspects.

ICG special agents also service some Amtrak stations. They make security checks on the Homewood depot, for example, several times a day. These men try to cooperate fully with local police. Depending on the problem and location of ICG personnel, city cops are often brought in for assistance.

Would you believe that this was once a very busy Jersey Central terminal operation at Jersey City? Look what's taken over after rails were pulled up.

John B. Sharkey, 1322 Wood Valley Rd., Mountainside, N.J. 07092

Down by the Depot

BANKRUPT Penn Central has agreed to let New York City receive $5 million from the planned sale of the Commodore Hotel, formerly owned by the New York Central Railroad. This once-great luxury edifice stands beside Grand Central Terminal and is almost next door to the Graybar Bldg., which houses the editorial office of *Railroad Magazine,* but has been closed since last May. Penn Central owes the city more than $10.2 in back taxes and interest. Real estate developer Donald Trump, who plans to rebuild the 60-year-old hotel, says he will buy the property for $10 million. It is estimated he will need $75 million to finance his project (which does not involve Grand Central Terminal itself).

WEST VIRGINIA grew up with the Baltimore & Ohio in a transportation era now past. Today, one of the state's youngest institutions, W. Va. Northern Community College, is growing up with the B&O—using the newly renovated B&O passenger station in Wheeling as a college facility. "We plan to establish a museum there to record and illustrate transportation history in the upper Ohio Valley," reports Ellen G. Aman, the college's director of public relations, 15th and Jacob streets, Wheeling, W. Va. 26003.

Trains of Bygone Days

THOUGH it has long ago passed into the limbo of strayed dreams, and exists only in wistful memory, the most poignant sound I've ever heard was the lonely, melancholy moan of the whistle of a far-off train, wafted softly to me in my loneliness through the black velvet depths of night. That sound beckoned irresistibly to my restless ego—the promise of far-off adventures found me ready, in spirit at least, to follow the turning wheels to other climes and other places.

The wondrous, fire-eating, vapor-breathing, earth-shaking steam locomotive we knew so well has been relegated to a few museums and some short railfan lines. The clanking of the side rods, the hiss of working steam, the chugging of injector pumps, the rattle of black diamonds in the sweating fireboy's scoop, the crash of butterfly fire doors, the sighing hiss of released air in the train line, and most of all, the artistry of the engineer with his chime whistle—all of these delightful things have been supplanted by the colorless, coldly efficient, stinking growler called a diesel locomotive.

Nowadays, when a train pulls into a small town, nobody seems to be interested—they just couldn't care

less. But it wasn't always so. Back in the North Dakota town of my boyhood, the arrival of the westbound 1:06 was an event of some considerable importance—much more so than the arrival of the eastbound 4:23 (same train, which made a round trip on our 63-mile branch every day except Sunday.) Everybody who was anybody, and a lot who weren't, made it a point to be on hand to welcome No. 141.

It brought the mail from the outside world, the daily papers, and the passengers who had forsaken civilization for the rigors of the North Dakota hinterlands. When the busybody Mogul pulling 141 had snorted out of town, almost everyone moved on to the sidewalk outside the little post office, and some even went inside to watch through the little glass doors of their respective boxes to see if the postmistress would plop any first class mail into that compartment.

Then would come the third class (but there wasn't much "junk" mail in those days—mostly seed and mail-order catalogs occasionally). Then the newspapers were distributed—and presently the postmistress would raise the glass window with "Stamps" in big letters umblazoned in gold, which signalled that all the mail had been sorted. Then and only then was the routine of small town life answered. Some excitement!—Harwell E. West, editor of *Brass Pounders' Gossip* (a magazine with oldtime railroad flavor), 9638 W. 143rd St., Orland Park, Illinois 60462. ●

BOOMERS AND HOME GUARDS

by Freeman Hubbard

THE BOOMER was an itinerant railroader who traveled light, skipping at short notice from one road to another, from one job to another. His uniform was generally a black "thousand-miler" shirt, so called because he was reputed to wear it on about a thousand miles of rail travel before sending it to the laundry.

The boomer's heyday was the period of national expansion from the Civil War to World War I. He was bred of wanderlust, wars, strikes, depressions, seasonal rushes, liquor, the desire to avoid shotgun weddings, and often just plain bad luck.

Most boomers were actuated by a restless desire to see what lay beyond the next hill or to follow the wild ducks northward in the spring and southward in the fall. Others had an irresistible urge to punch some trainmaster on the jaw for a real or fancied insult and then collect their pay. Still others hit the bottle too much, or carelessly let a boxcar roll off the dock, or perhaps caused a wreck by failing to deliver a train order, and flew the coop, leaving the "home guards" (company men) to face the music.

A million railroaders were uprooted by the Civil War and the violent strikes of '77, '86, and especially '94, and a succession of panics and business slumps. They became floaters. Blacklisted as strikers or furloughed when traffic fell off, they roamed to areas where work was to be had, at least temporarily. But the top factor in creating boomers was, perhaps, the seasonal rushes—moving the various crops as soon as they were harvested. Drifters worked while the rails were hot and then rambled on to localities where new rushes were starting.

Nowadays the periodic needs of railroad companies for additional help to wheel the seasonal crops is met by recruiting local workers—men on the extra list who are laid off when the feverish activity subsides but who can be depended upon to stick around as long as it lasts.

The old-time boomer did not worry about being given the gate. He would leave town in the firm belief that some road, somewhere, was bound to hire a capable man with experience and that he could eat off a "pie card" (meal ticket) while waiting for his next pay. When a drifter "pulled the pin" (resigned), he'd tell his pals that he was "going to the Indian Valley Line," that mythical pike where you could always get a good job with ideal working conditions.

One of the boomer's most useful possessions was his paid-up membership card in some railroad brotherhood. During his frequent lean periods he'd shove this under the nose of a worthy brother when he wanted to eat, sleep, ride, or all three, and it usually achieved the desired result.

The average boomer did not scruple to take a local girl to bed with him, maybe in her own home when "the old man" and "the old woman" were away, or maybe in a hayloft or behind the roundhouse at night; but almost invariably he'd skip town when she became pregnant. His motto was, "love 'em and leave 'em." Once in a while, though, a smart woman would persuade her wandering lover to put a plain gold ring on her finger, settle down as a home guard, acquire "whiskers" (seniority), and earn promotion to engineer, conductor, station agent, or shop or section foreman, and maybe raise a few kids. All this came under the head of romance.

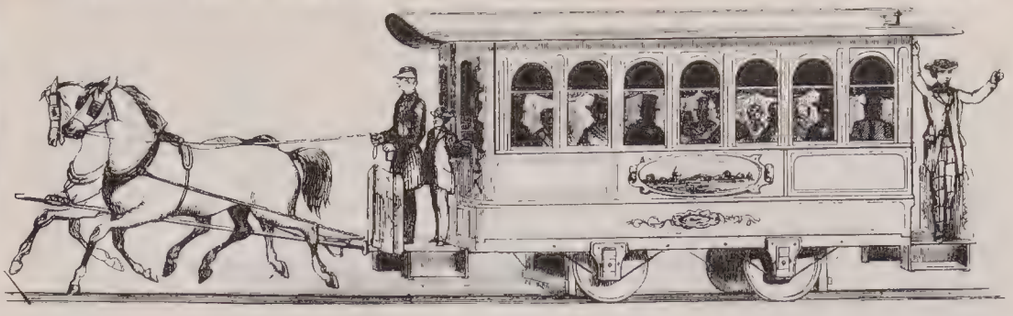
As railroading lost its pioneering quality and fell into the groove, as locomotives grew heavier, trains longer, traveling safer, and the competition for jobs more keen, the independent order of boomers gradually faded away. Thus passed a rugged era.

Boomers were generous, worldy-wise, self-assured often to the point of insolence, humorous, resourceful, and given to braggadocio, but withal a likable lot. They knew railroad operation better, perhaps, than the home guards did, because they circulated widely and were continually picking up new kinks. They took chances and they often thumbed their noses at officials. Many of them chewed tobacco. As they drank too much, the company liked to blame its train wrecks on booze rather than on equipment failure. Still, it required plenty of red-eye to make some fellows even want to railroad in the rowdy wooden-axle days when the industry was young, hard as steel, and sprinkled with blood. ●

STEVE MAGUIRE'S

TRANSIT TOPICS

Long-ago horsecar scene. Can any reader give us a clue to what line this was?



THE CITY'S last remaining trolley line, St. Charles Avenue, and the entire bus fleet of New Orleans Public Service, Inc., are threatened with abandonment, possibly by the end of this year, laments Wilbur T. Golson, one of our *Interesting Railfans,* 1324 Marque Ann Dr., Baton Rouge, La. 70815. The NOPSI has advised City Council that it intends to give up public transportation, due to continuing losses. It is true that for many years the electric power company has been subsidizing local transit out of its income from power services, since the buses and trolleys, with their relatively low fare, do not pay their own way, NOPSI reports.

Plans are maturing to set up and fund a regional Authority to take over and run the transit system if need be. Municipal officials, meanwhile, are studying their old contracts with NOPSI to determine their rights and obligations. Should the threat of abandonment persist, they may seek a court injunction to delay the pullout.

PITTSBURGH'S old Smithfield Street bridge—the one used by the trolleys to South Hills—is in the news again. The last time we wrote about it, a $2 million rehabilitation job was starting there last February. This work is still in progress and until July it was done in off-hours so as not to interfere with traffic. Since then, only heavy trucks have been barred from the bridge, but trolleys, buses, and private automobiles were allowed to use it.

We learn from Donald K. Slick of Oil City, Pa., that in July a piece of bridge metal was seen to fall into the river. A few days later a crack was discovered in an angle that joins one of the bridge stringers, which again halted traffic for a while. Then on July 30th a serious defect appeared in beams that connect the main structural support for trolley tracks on the bridge. So once more the span had to be closed to streetcars. Passengers were given a choice of walking across the bridge—good exercise, by the way—or taking a connecting bus to South Hills. This lasted for a week, after which repairs let the trolley service resume.

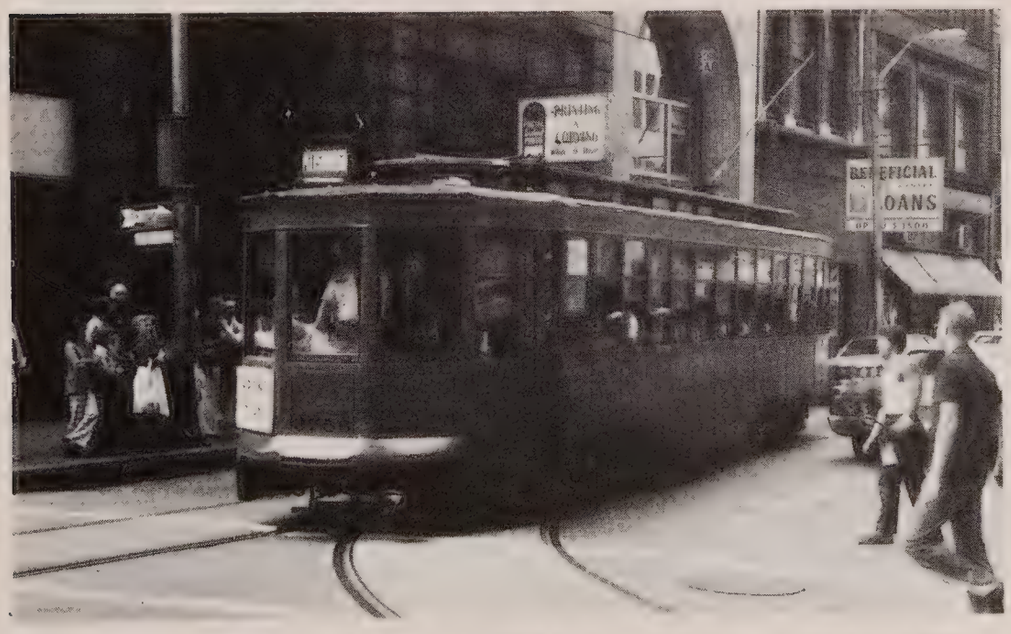
Smithfield Street Bridge, 93 years old, was recently designated a National Historic Landmark. Its poor condition prevented the hoped-for operation of an antique low-roof car, the former Pittsburgh Railways No. 3756, now owned by the Pennsylvania Railway Museum at Arden, Pa. This car was to have clattered over the shining rails to South Hills and beyond. However, it was permitted to cover a short downtown run on the July 4th weekend for a 10-cent fare. During its four days of operation, railfans and other passengers paid 4,940 fares to ride it.

Elsewhere, the U.S. Department of Transportation permitted another car, 3401—the first Boston LRV trolley—to be unloaded for test runs on the Shaker Heights Division of the Cleveland RTA over the same weekend. No. 3401 was then sent to the testing area at Pueblo, Colo., there to meet two other LRV's built by Boeing and later, after many tests, to operate on the San Francisco Muni.

CHICAGO's famous 90-mile South Shore line to South Bend is preparing a petition to abandon passenger service, reports Steve Scalzo, 176 Park Ave., Park Forest, Ill. 60466. Earlier this year the CSSB had asked Indiana and Illinois state authorities to provide $28 million for new passenger equipment and $5.5 million for plant improvements. It indicated then that if these sums were promised, it would spend $1 million to keep its 50-year-old electric trains running until new cars arrived within three years.

But apparently the company, controlled by the Chesapeake & Ohio Railway, has now given up hope of getting aid from either state. Its president, Albert Dudley, says it can no longer function with its old, broken-down equipment that keeps piling up additional debts. The line has about 3,000 daily commuters, most of them in the Gary-Chicago service. This plunge would not affect the company's profitable freight operations, however. The brass collars would actually welcome an end to the liability of being compelled to haul passengers. If, as we expect, Indiana and Illinois continue their do-nothing policy for the South Shore, next year is likely to see the demise of North America's last interurban passenger service!

You know the old saying, "It never rains but it pours." Well, the Rock Island Railroad is about to file a request for abandonment of its commuter runs to and from Chicago's southwestern suburbs, a service currently used by 13,000 daily commuters. Since The Rock is in bankruptcy, this application will have to be made to the court which controls it. The RI was negotiating for



Ex-Pittsburgh Railway "old yellow car" 3756, owned and restored by the PRMA trolley car museum in Arden, Pa., begins swing up Fourth Ave. from Wood St. in Pittsburgh, on July 4, 1976. Car was on temporary loan to Pittsburgh's Port Authority Transit for Fourth of July weekend and was jammed each trip.

Edward Boss, 345 E. McMurray Rd., McMurray, Pa. 15317

Morning after late season snowstorm hit Chicago, South Shore & South Bend shops on April 3, 1975. Mich. Transit Museum cars 4257 and 4283 at right.

Photograph by William H. Henning

the Chicago Regional Transportation Authority to buy its commuter business, but thus far no mutually acceptable cash price has been set.

Aside from that, Chicago subway operating employes and bus drivers must submit to blood and urine tests when they are suspected of alcoholic or drug abuse. Under Chicago Transit Authority rules, they are subject to discharge for refusing to take the tests. The U.S. Court of Appeals upheld CTA on this point. Brushing aside contentions that the rules violate constitutional rights of the employees, the unanimous three-judge decision noted that the "public interest outweighs any individual interest."

PHOTOS of trolleys that once ran in his city are being sought by W.C. Gibson, 1320 Van Buren, Amarillo, Texas 79101. This man had 45 years in railroad service before retiring a few years ago. Since then he has become interested in the two old streetcar systems that ran in his home city years ago.

He says the big system, Amarillo Street Railway Co., was formed in 1907 and had three short routes served by ten four-wheel wooden trolleys. It ran on Jackson, Lincoln, and Polk streets until 1925, when it was abandoned. The other outfit was the San Jacinto Railway Co., a mile-and-a-half route built by a real estate promotor to serve the new San Jacinto Heights Addition. At first track was laid along West 15th Street, but was later relaid along West 7th Street and reached Polk Street downtown. After the company had been formed in 1908, a streetcar body was obtained and given a Buda gasoline motor to save the cost of electrification.

AS WE WATCHED Jim McKay expound on attractions in the Montreal area during the 1976 Olympics, I wonder how many TV listeners recall that city's "Golden Chariots" of some years ago? They were the famous open, sight-seeing, electric trolleys that had an inclined seating arrangement. In about 1933, when I visited Montreal, I rode one of them. You could board the car on St. Catherine Street and take a circle tour around Mt. Royal. I think the fare was 25 cents.

I remember the trolley stopping for a few minutes beside a wooden platform in a small park, where the motorman and passengers got out to drink cool water from a bubbler fountain. The Golden Chariots were built in 1906 (the year in which *Railroad Magazine* began publication) and ran until 1958. I understand that one of them is operating today at the Seashore Trolley Museum in Kennebunkport, Maine.—John R. Lukko, P.O. Box 601, Morgan Hill, Calif. 95037.

FIBER GLASS is "riding the rails" in a new application to help maintain self-propelled commuter cars on the Northwestern Corridor. A recurrent problem has been breakage of metal covers that protect electrical contacts of automatic couplers. To solve this, several railways are using covers made of Azdel fiber-glass reinforced plastic. While closed, the 6X13" curved door conceals the coupler's electrical contacts. When two transit cars couple, an activating mechanism slides open the door, exposing the contacts.

"Cast aluminum covers break when they cannot stand the impact of repeated couplings," said Robert C. Smykal, president of the equipment company which supplies these covers. "Breaking metal doors also can short-out electrical contacts in these costly automatic couplers. Initially, the railroads did not have replacement covers for them. As a result, the cars were either put out of service by damage to the couplers' electrical components or remained in operation with couplers exposed to the elements."

Azdel covers are currently used in the New Haven Division of New York's Metropolitan Transit Authority, New Jersey's Department of Transportation, and the Southeastern Pennsylvania Transportation Authority, according to an official at the Paoli Car Shop, near Philadelphia, Pa., where replacement covers are installed.

Selah Gap between Selah and Yakima, Wash., is one of sights to be seen from a vintage Brill trolley on the tracks of the Yakima Valley Transportation Co. BN track crosses the gap at its low point while YVT track crawls along a narrow ledge part way up mountain with sheer dropoffs at some point. At rear of car looms Convict's Cave and old rock quarry worked by prison labor.

Kenneth G. Johnson, P.O. Box 161, Renton, Wash. 98055

WALL CALENDARS featuring electric railway subjects on 11x18" heavy paper can be had at $1.95 each from Golden West Books, P.O. Box 8136, San Marino, Calif. 91108. Each page features a different trolley or interurban scene.

THE PHOTOGRAPH of an old Case built motorbus that appeared in our August department on page 54 was not taken in the Pacific Electric Ry. yards but actually in the Peninsular Railway yards at San Jose, California. The freight motor in the background erroneously identified as a PE motor was, in fact, Peninsular Railway No. 2. This motor lasted on the San Jose city lines until the service was abandoned a few years before World War II. An anonymous postcard sent us this correction.

SEND transit news to Steve Maguire, P.O. Box 51, Belmar, N.J. 07719.

A $2.8 Billion "Catalog"

BAY AREA transit and highway programs ranging from new wheels for BART trains to a $170-million trolley car system in San Jose, the total being $2.8 billion, have been okayed by the nine-county Metropolitan Transportation Commission, according to Harre W. Demoro, one of our "Interesting Railfans," writing in the *Oakland Tribune.*

The red-covered document, which even lists routine improvements to traffic signals, is 2½ inches thick and weighs three pounds and five ounces.

It contains virtually every road and transit project the Bay Area expects to construct or operate with state and Federal assistance between now and mid-1981, said Nat Gage, assistant MTC director. Only some minor local projects are excluded.

The document was required by the Federal Government before the U.S. Department of Transportation could grant funds to the Bay Area, Gage explained.

This is the first time MTC has produced such a report. It contains a wealth of detail about the possible upgrading of BART, AC Transit, the San Francisco Municipal Railway, freeways, and many other facilities—even a new overpass spanning the railroad tracks at the foot of Adeline Street in Oakland.

The document figuratively contains gallons of red ink regarding transit operations. Between now and mid-1981, according to the report, all of the transit systems in the nine counties will have lost $1.2 billion.

Property taxes, gasoline sales taxes, and other state and Federal funds will not cover the entire $1.2 billion, according to the report. The Bay Area will have to find $418 million more to cover the losses that will have accumulated by 1981.

The projects listed in the 1976-77 portion of the report are all but certain to be built approximately within the next 12 months, Gage said. The remaining four years contain projects that may be revised or modified during public hearings each year. The report does not envision any BART extensions nor does it list any new cars for the trouble-plagued system.

Unique piece of equipment at Shade Gap Winter Spectacular, Orbisonia, Pa., run in conjunction with East Broad Top annual event, was snowsweeper 107, leaving Altoff siding on Feb. 15, '76. Car was former Scranton trolley.

Don Dorflinger, 18 Westland Rd., Cedar Grove, N.J. 07009

"Nostalgia Special"

TO RAILFANS, it is a genuine treat. To youngsters, it's an introduction to the world of their parents. And to adults who have ridden the subways of New York, the Transit Authority's "Nostalgia Special" is a change-of-pace from start to finish. The object of this affection is a twice-weekly, four-hour ride on "like new" vintage subway cars, highlighted by a visit to a fascinating exhibit of restored equipment and forgotten memorabilia, recently introduced by the Metropolitan Transportation Authority.

The innovative program has widespread appeal. Since its inception in mid-July, hundreds of person have flocked to the city's newest station at 57th Street and Avenue of the Americas each Saturday and Sunday at 1 p.m. to begin the excursions. For the $3 admission fee ($1.50 for those under 18), passengers can board the restored trains and re-live the past as they head along the "F" line to the TA's subway exhibit at the Court Street Station in downtown Brooklyn.

More than 19,000 New Yorkers and visitors have already toured the exhibit, which is free to Nostalgia Special riders. (Entry fees to those wishing to visit the exhibit exclusively are 50¢ for adults and 25¢ for persons 17 and under.)

There, during a one-hour layover, you can tour more than a dozen renovated subway cars dating back to the turn of the century, study equipment close-up, see interesting films, and examine enough scale models, maps, photos, mosaics, and dioramas to satisfy even the most avid enthusiast.

CLEVELAND TROLLEYS, INTERURBANS in two books by Harry Christiansen, 320,000 words, 975 pictures, 364 pages, maps. Never a comprehensive work like this. Horse-cars, cables, steam dummies, electrics, interurbans, rapids, trackless trolleys. Exhaustive history tells all—every route detailed, car barns, power houses, complete illustrated roster detailing every car. Shaker Rapid, Lake Shore Electric, Northern Ohio, Cleveland & Eastern; Cleveland, Painesville & Eastern, and much, much more. Going fast. Vol. 2 to 1910, $11.50. Vol. 3, 1910 to present, $12.95. Both $24.95. A must for every railroad library.—Trolley Lore, 11800 Edgewater Dr., Suite 902, Lakewood, Ohio 44107.

Spanish National Railroad narrow-gage interurban line shown in April, 1974.
Rafael Juvenal Musco, Ramon Falcon 6478A, Buenos Aires, Argentina

There is even a counter offering for sale such seemingly basic items as "No Spitting" signs ($5), hand straps ($5 or $7 for those made of stainless steel), overhead fans ($10), and storm door locks ($5).

Transit Lines Overseas

A SMALL, narrow-gage, interurban line in Spain about 40 miles north of Madrid was recently taken over and renovated by RENFE, the Spanish National Railroad. RENFE re-gaged it to standard, built new substations, and purchased new cars. So says Rafael Juvenal Musco, Ramon Falcon 6478 A, Buenos Aires, Argentina. The line had been known as the F.C. Electrico del Guadarrama (named after a mountain range in a ski area). It runs between Cercedilla, through Puerto de Najacerrada, to Los Cotos. Nine daily trains coursed along the 13-mile single-track route daily until April, 1973, when buses replaced the trains during the rail line's reconstruction.

Rebuilt and with new equipment replacing the aged Brown-Boveri-Suiza passenger cars, the railway service started again in the summer of 1974. The decision to rebuild this relatively short and slow interurban, at great expenses, must have a story behind it. We'd like to know what saved the line.

TOKYO subway operators, Teito Rapid Transit Authority, have launched a politeness campaign to encourage its 3.9 million riders to mind their manners. So says a news clipping received from Arthur C. Davis, one of our longtime and highly-respected readers. Writing in *The Los Angeles Times,* Sam Jameson tells about the campaign. So far, 14,700 posters have been put up in 117 stations on six subway lines in the Japanese capital.

"Tokyo subways have their own problems," said Toshihiro Tomoyasu, the director of public relations. "We don't have muggings and graffiti like New York, but we do have too much selfishness and impersonalism."

Three posters feature a pretty young actress, Masako Mori. In one, she is shown giving her seat to a tired-looking old lady in a kimono. The caption reads: "Man grows too soon old and too late smart. Yield the seat you will need 50 years from now."

Along with the posters, subways have labeled certain sections as "silver seat" areas, meant for the elderly. The power of suggestion has had mixed results. Some young people remain seated in "silver seats" eyeball-to-eyeball with old persons hanging onto straps.

VENEZUELA has given the go-ahead, after ten years' research, for a metropolitan rail network for the capital, Caracas. It will be 30 miles long with underground, overhead, and open cutting sections.

SYDNEY, Austraila, is debating whether trams or trains should run on its Eastern Suburbs Railway, reports Al Mann, P.O. Box 3, Drummoy, New South Wales 2047, Australia. According to J. Brown of Randwick, N.S.W., "Trams should be used. Nearly every city of importance in Europe has underground and elevated tramways."

S.E. Dornan of Oatley, N.W.S., writes: "It is clear that our railway line has been built for the type of electric train we already have operating and not for trams or light rail vehicles. To use cars smaller than those now running would be to lose many advantages of the existing tunneling and viaducts around King's Cross and Rushcutters Bay.

"Experience in countries like America and West Germany has shown that a new railway immediately attracts more passengers than previously used public transport in the area. This would almost certainly happen when a railway line of any type is opened through to Bondi Junction. If only small tramway vehicles are in use, they may well be quite insufficient after a short period of time."

New Electric Publications

Detroit: Its Trolleys and Interurbans **is a 48-page booklet, 6x9″, issued by Michigan Transit Museum, P.O. Box 12, Fraser, Mich. 48026, in conjunction with the opening of the new mile-long trolley line down Washington Avenue in Detroit. Several short chapters tell the story of Detroit's former trolleys and interurbans, plus some fine old photos. Price is $2.75. The MTM is now preparing a much larger book on Detroit's trolleys, due for publication in a year or so.**

A Catalogue of Funicular Railways of North America **has been put out by J-B Publishing Co., 430 Ivy Ave., Crete, Nebr. 68333. These will be covered in several quarterly Monographs. The first one has 33 pages, with data and a few photos. Subsequent issues will complete the job. Each Monograph costs $3, annual subscription of four quarterly issues, $4.**

An 8-page article on the *"Richmond Streetcar Strike of 1903,"* by Thomas J. Headlee, Jr., appeared in the Spring 1976 issue of *Virginia Cavalcade* magazine. The walkout was violent, involving strikebreakers and troops. It lasted from June 17th to August 24th. Copies of the issue are available at $1 each from Virginia State Library, Richmond, Va. 23219.

The New Orleans & Carrollton Rail Road, **by J.L. Guilbeau, 67 pages, 6x9″, with stapled binding. An alternative title is *The St. Charles Street Car.* Most of this book is devoted to very early history of the street railway line that began running in 1833 and continues today as the last trolley line in New Orleans. Illustrations include very old sketches and engravings. Although 50 years ago fire destroyed much NO&C data, the author aims to recapture the bygone days of steam and horsecars, even doubledecked horsecars. Available at $2.50 from the author, 6644 Louis XIV, New Orleans, La. 70124.**

Detroit, Monroe & Toledo Short Line Ry. car enroute to Toledo after a heavy rainstorm years ago. See review on Detroit car book in this issue.
Everett Payette, 1604 S. Custer Rd. Monroe, Mich. 48161

HOBBY CLUB

conducted by Sy Reich

Chicago, Aurora & Elgin car 11 MUed with CA&E interurban 316 during first annual meeting of CA&E Historical Society commemorating 10th anniversary of Relic Trolley Museum, South Elgin, Ill., July 3, '76. Great time had by all.

Dave Hanks, CA&E Historical Society, 836 Fifth St., Aurora, Ill. 60505

ONE of the unsung railfan groups you should know more about is the Railroad Station Historical Socity. Never doubt that this organization has helped to preserve many U.S. depots that had been ball-doomed. RSHS member C.R. Davidson, 178 McEldowney Ave., New Martinsville, W. Va. 26155, sent us a list of railroad stations by state on the National Register of Historic Places that is worth printing. If there are any changes, corrections, or additions, send them along. Here's the list:

Ala.: Albertville (L&N); Bessemer, (Southern); Enterprise (SCL); Evergreen (L&N); Huntsville (Southern); Mobile (GM&O); Montgomery, Union Station; Ft. Payne (Great Southern) and Wetumpka (L&N); Ariz.: Grand Canyon (ATSF). Ark.: Little Rock (RI). Calif.: Barstow and San Diego (ATSF); Lynwood and Watts, Los Angeles (PE); Menlo Park, Sacramento, and Sonoma (SP) Colo.; Castle Rock (DGW), Denver, Union Station; La Jara (BN); Pueblo, Union Station, and Silver Plume (C&S).

Conn.: Canaan, Union Depot; Cornwall Bridge (NH); Hartford, Union Station. Fla.: Lloyd, Naples, and West Palm Beach (SCl); Plant City, Union Depot, and Tampa, Union Station. Ga.: Albany, Union Depot. Idaho: Blackfoot, Boise, and Nampa (UP); Lewiston, Camas Prairie, and Sandpoint (BN).

Ill.: Wilmette (C&NW). Ind: Indianapolis, Union Station. Iowa: Creston (BN). Kans.: Ottawa (ATSF); Solomon (UP), and Wichita (RI). Ky.: Berea, Hopkinsville, Paris, and Shelbyville, (L&N), and Louisville, Union Station. Maine: Bucksport (MEC). Md.: Baltimore (B&O) Mt. Claire and Mt. Royal (both B&O); Ellicott City, Laurel, Oakland, Point O'Rocks, and Rockville (B&O); Baltimore, Pennsy, and Cumberland (WM). Mass.: Framingham (B&A); Medford, Park St. (B&M), and Stoughton (NYNH&H).

Mich.: Ann Arbor, Battle Creek, Detroit, and Kalamazoo (MC); Coopersville, Grand Rapids, Grand Haven & Muskegon; Durand (GTW); Howell (AA), and Petoskey (C&O). Minn.: Duluth (Soo Lines); Duluth, Union Depot; Hinckley (NP); St. Louis Park (Milwaukee), and St. Paul, Union Station. Miss.: Pascagoula (L&N). Nebr.: Beatrice, Bellevue, and Omaha (BN); Lincoln (RI), and Omaha, Union Station. Nev.: Caliente (UP).

N.J.: Hoboken and Montclair (EL); Jersey City, Central Terminal, and Pennington (Reading). N.Y.: Albany, Union Station; Altamont (D&H); Chatham, Union Station; Ithaca (LV); New York City, Grand Central Terminal, and Utica, Union Station. N.C.: Hamlet (SCL) and Salisbury (Southern). N.D.: Fargo (Fargo & Southern) and NP's Fargo station.

Ohio: Cincinnati (Union Terminal); Columbus (Toledo & Ohio Central) and Columbus, Union Station entrance; Conneaut and Sandusky (LS&MS); Galion (Big Four); Mt. Orab (N&W); Mt. Vernon (Pennsy) and Willard (B&O). Okla.: Shawnee and Wayoka (ATSF). Ore.: Portland, Union Station. Pa.: Harrisburg and Warren (Pennsy); Lebanon (Cornwall & Lebanon); Lebanon and Philadelphia, (Reading); Pittsburgh, Penn Station Rotunda and P&LE station; Susquehanna (EL) and Wilkes-Barre, CRRNJ.

R.I.: Providence, Union Station. S.C.: Branchville (Southern) and Columbia, Union Station. S.D.: Sioux Falls (RI). Tenn.: Chattanooga, Terminal Station; Kingsport (Clinchfield); Nashville, Union Station, and Nicota (Southern). Texas: Dallas, Union Station; El Paso, Union Station; Ft. Worth, Union Station, and San Antonio (MP and SP).

Utah: Ogden, Union Depot; Salt Lake City (D&RG and UP). Vt.: Brattleboro, Union Station; Greensboro (StJ&LC); North Bennington (Vermont Ry.) and Northfield (CV). Va.: Richmond, Broad St. and Main St. Stations. Wash.: Bellingham (GN); Chehalis (BN); Dayton, Seattle, and Tacoma (UP); Seattle, King St. and Union Stations; Snoqualmie and Tenino (NP). W. Va.: Huntington (B&O). Wyo.: Cheyenne and South Torrington (UP).

National organ of Railroad Station Historical Society is *The Bulletin*, edited by Wm. F. Rapp, one of our *Interesting Railfans*, at 430 Ivy Ave., Crete, Nebr. 68333. It's loaded with text matter, photos, maps, diagrams, etc., and sells for $3. Incidentally, Fran Donovan, RSHS veep from Medway, Mass., writes that the picture of old NYNH&H *F.T. Stanley* in March '76 looks like So. Norwalk, Conn., freight house. Fran says the Hartford area is similar, but engine would have been later model in that area.

SAN FRANCISCO is a city for all seasons and the Railway & Locomotive Historical Society Cable Car Museum and Powerhouse Gift Shop at 1201 Mason St. are well worth seeing. While most of the Pacific Coast Chapter's attention is focused right now on the Old Sacramento Rail Museum and station, one of the lovelies can show you articles on sale, from a cable-car book by Fred Stindt, pewter belt buckles, and cable-car book-ends to cable-car dinner bells and three-quarter view pendant of a cable car superimposed over a heart, and you know the rest from Tony Bennett's song. Reverse side shows montage of familiar San Francisco scenes. Much more, too.

SEVERAL NEW railfan clubs are looking for additional members. Amalgamated Railfans of Northern Illinois claims to be the only one specializing in fans under 20 in the area. For info contact Roger Koscik, 141 E. Potter St., Wood Dale, Ill. 60191. Southwest Kansas RR. Society says traction fans might like to know more about the Chicago, Aurora & Elgin Historical Society from Steve Hyett, 836 Fifth St., Aurora, Ill. 60605. Reading Company

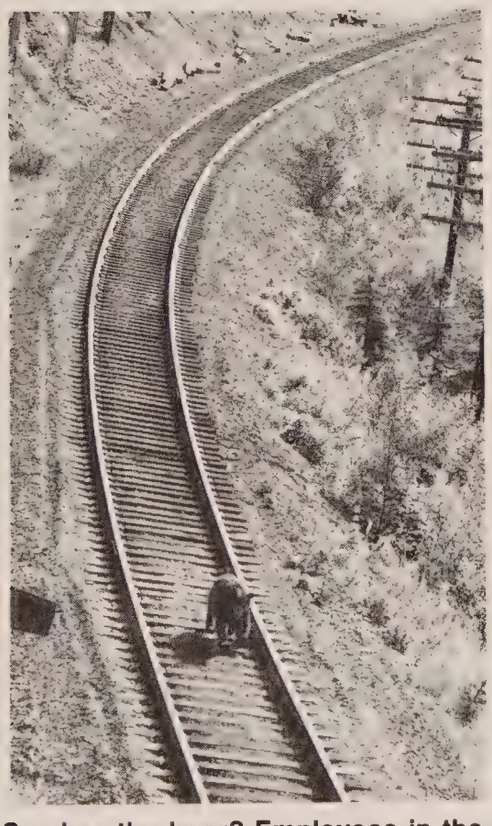
Technical & Historical Society, a nonprofit group dedicated to the preservation and circulation of historic or prototype data concerning the Reading and its predecessors. Write John Hollingshead, 1127 N. Fifth St., Reading, Pa. 19601.

THE NATIONAL MUSEUM of Science and Technology in Ottawa, Canada, has been adding rail equipment to its collection. Among its recent acquisitions are three British Columbia Electric Ry. interurban cars, a 1921 Lima two-truck, 50-ton Shay from Crown Zellerbach, Elk Falls, B.C., and a 1918 Lidgerwood mounted on a car at the head of a train of flat ballast cars.

Also in Canada, a New Horizons grant of $2,597 for the Moose Jaw CP Rail Pioneer Social and Service Assn. is announced by Marc Lalonde, Health and Welfare Minister. This money will be used to restore and maintain the railway section's display at the Western Development Museum.

According to Sid Gude, Association member, the display includes locomotive 2634, caboose, combination colonist coach and baggage car, station, two handcars, lineman three-wheel car, sectionman's handcar, a mechanized track motorcar and an automobile car with steel wheels.

Much of the money will go to repair the combination car and refurbish the station. Also, lumber will also be purchased for building a toolhouse. Railroad equipment must be maintained and equipment will be added as money permits. The association is planning to acquire display cases for the small items. Sid says retired CP Rail employes are needed to assist with the project.



Smokey the bear? Employees in the older age brackets will remember the track walkers. They'll be glad to know the art hasn't been forgotten, like this bear at Field, B.C.

Nicholas Morant (CP Rail)

THE GLORY of steam days is recaptured in the 1977 historical railroad calendar issued by the United Transportation Union, 14600 Detroit Ave., Cleveland, Ohio 44107, selling at $1.75 each. Featuring a dozen 8½ x 11″ drawings of scenes and equipment of the past by California artist Dan Witcoff, the spiral-bound calendar also identifies key dates in U.S. railroad history. It is so made that the drawings can be removed for framing.

J.H. SCHULTZ, Box 113, Wasco, Ill. 60183, is putting the finishing touches on several years of research on *The Jarrett & Palmer Transcontinental Special* and aims to make it a definitive book. Three of the engines used on the train, by three different roads, were built to Walter McQueen design and presumably by Schenectady. They were C&NW No. 29, the *W.A. Booth*; the UP No. 146, and CP 149. He is looking for a history of Schenectady locos with serial numbers and specifications; also dates when Nos. 146 and 149 were delivered and finally scrapped.

WITH HO HO HO daze just around the corner, Arch McDonnell, New England's famed railscape painter, has come up with an interesting set of jigsaw puzzles featuring vintage Boston & Maine locos and trains selling for $5.95 from The Village Depot, Donovan St., Concord, N.H. 03301. The front cover of a puzzle we received was one of his beautiful 16 x 20″ reproductions of steam in the North Country showing B&M 1441 and 3709 with snow banked around Concord depot.

WITHOUT A DOUBT when the NRHS brass collars assemble in Philadelphia in November for their annual meeting to pontificate on this and that, they should hear about the fine job their Hawaiian Railway Society did during the July 4 islands Bicentennial fete. Judging from the crowds that turned out to see their equipment in action, it was well worth the long hours put in by Ted Gibson, Nick Carter, Kathy Teele, and Blossom Knaus, among others. The fact that the club itself started the day with 182 members and ended with something like 486 speaks for itself.

NEW HAMPSHIRE'S COG RY. has to share its cog glory with Manitou & Pike's Peak as a National Historic & Mechanical Engineering Landmark. Rocky Mountain Railroad Club's Darrell Arndt reports that the American Society of Civil Engineers have so dedicated the M&PP Cog Ry. Too bad we can't still go by steam to the mountain top. Still, via steam or Swiss, it's a great ride.

CHARLES L. TOWLE has been elected president of the Mobile Post Office Society, of which many railfans subscribe to their *Transit Postmark Collector*. He is co-author of the Towle-Meyer *Railroad Postmarks of the U.S. 1861-'86*, contributor of numerous articles on transit markings over the past 40 years, and author of *U.S. Transit Markings Catalog*, which is sent to all MPOS members as part of annual dues. So says Hershel Rankin, ye ed of *TPC*. For more info write to Edward J. Maloney, secretary, 26 S. Onota St., Pittsfield, Mass. 01201.

A BOOK OF MAPS of the lower 48 states, showing rail trackage and highways, is available from the Superintendent of Documents, GPO, Washington, D.C. Signal systems, traffic densities, and trackage rights are also shown. The 972-page book costs $10.50. Order stock number 050-005-00012-7. Also from the Government Printing Office you can get railroad maps of the U.S. selective annotated bibliography of original 19th-century maps in the Geography and Map Division of the Library of Congress, selling for $2.05; order number is 811-A.

MANY RAILFANS are interested in rail patches. Tom Johnson's East Carolina Chapt. NRHS sells Atlantic & East Carolina Ry. patches, 2½″ in diameter, with lettering and outline in black embroidery, and a tobacco leaf in golden brown. Send 75¢ per patch plus 13¢ stamp to club member Ward Sutton, 1204 Barbara Lane, Kingston, N.C. 28501. A recent issue of the club newsletter *Tarheel Telegrapher* had some good pix by Mike Gardner, Bill Mueller, Tony Kelly, and Tom King, showing members on work details.

Two other Dixie groups, Arkansas Railroad Club and Memphis Chapt. NRHS, have been on the move. George Holt, secretary of the Arkansas outfit in Pine Bluffs, tells us about their second annual museum show last summer featuring railroadiana with a local area twist. George said many who viewed their memorabilia also went on to the other end of the building to see the fine display set up by the Arkansas Valley Model RR Club. Keith White is mighty proud of the job done by Memphis club members in painting Frisco 1351 at Libertyland. There's still more work to be done on the Mike, but a project such as this is fun when a lot of guys pitch in to help. Keith says a sign has been promised to be put alongside 1351 with data and words, "Maintained by the Memphis Chapter of NRHS." ●

Part Five: All Time Roster of

Penn Central Transportation Co.

Compiled by Sy Reich

Penn Central 8090, ex-PRR 8105, idles with sister units in Indianapolis, Ind., yards in May, 1975.

Walter Olevsky, P.O. Box 64, Carlstadt, N.J. 07072

Units on Penn Central Roster as of Feb. 1, 1975

1482, 1501, 1639, 1648, 1650, 1656, 1659, 1672, 1675, 1677-1678, 1681, 1683-1684, 1686-1687, 1689, 1692-1694, 1696-1697, 1701, 1703, 1707, 1709-1710, 1711-1712, 1714, 1716, 1718, 1722, 1725-1726, 1729-1734, 1742-1745, 1747-1750, 1752, 1755-1756, 1758, 1760-1763, 1766, 1772-1775, 1779, 1782-1785, 1787-1788, 1790-1791, 1796-1797, 1807, 1820-1821, 1825-1826, 1829, 1832-1833, 1839-1841, 1844, 1847-1848, 1850-1851, 1853-1855.

1858, 1860, 1862-1863, 1865-1866, 1878-1879, 2010-2014, 2021-2044, 2050-2059, 2100-2112, 2188-2252, 2254-2351, 2353-2383, 2385-2446, 2450-2459, 2500-2536, 2538-2560, 2562-2569, 2600-2602, 2604-2658, 2660-2685, 2700-2776, 2822-2823, 2830-2970, 3000-3084, 3086-3175, 3177-3274.

3437, 3439, 3453, 3460, 3464, 3466, 3469, 3471, 3478-3479, 3547, 3800-3839, 4039, 4042, 4062-4063, 4064, 4153, 4156, 4211, 4221, 4224, 4231, 4233, 4244, 4248-4249, 4251, 4253-4254, 4256-4258, 4261-4268, 4270, 4272, 4285, 4305, 4320-4328, 4332-4333, 4335-4337, 4340-4341, 4344-4346, 4349, 4354, 4360, 4362, 4365, 4367-4370, 4400-4465, 4601-4610, 4625-4627, 4630, 4634, 4678, 4702, 4710, 4715, 4723, 4725, 4731, 4733, 4751, 4800-4803, 4806.

4808-4809, 4811, 4815, 4821-4822, 4824-4825, 4828, 4835-4836, 4838, 4840-4841, 4844-4845, 4848-4870, 4872-4887, 4889-4891, 4893-4896, 4898, 4930-4934, (2nd), 4935, 4936-4938, (2nd), 4939, 4971, 4973-4977, 5000-5059, 5223, 5228, 5229, 5232-5233, 5236, 5238-5239, 5241, 5243, 5246, 5257-5258, 5260, 5263, 5282, 5288, 5290, 5292, 5294, 5297-5298, 5302, 5306-5307, 5313, 5316, 5318.

5320, 5325-5329, 5332-5333, 5336, 5339, 5340, 5342, 5348-5349, 5351-5352, 5360, 5362, 5364-5365, 5400, 5402-5405, 5411, 5416, 5428, 5431, 5441-5442, 5452, 5456, 5458, 5461, 5464-5465, 5468, 5470, 5473-5476, 5478-5481, 5483-5485, 5487, 5500-5512, 5514-5516, 5518, 5520-5521, 5525 (2nd), 5527, 5530, 5532-5533, 5536, 5544 (2nd), 5555, 5561-5562, 5566-5567, 5578-5579, 5585, 5589, 5590, 5592-5593, 5596, 5600-5607, 5609, 5611, 5621, 5675, 5686-5712, 5719, 5738-5751, 5752 (2nd).

5753-5757, 5759-5770, 5772-5773, 5775-5778, 5780-5781, 5783, 5786-5795, 5799-5805, 5807-5812, 5815-5816, 5818-5827, 5840-5850, 5852-5856, 5857 (2nd), 5858-5881, 5882 (2nd), 5883, 5884-5888 (2nd), 5889-5899, 5903, 5909, 5912, 5914, 5916-5917, 5923, 5952-5953, 5954 (2nd), 5956-5959, 600-6284, 6300-6344, 6500-6563, 6700-6708 (2nd), 6709-6718, 6800-6802, 6804-6805, 6812-6816, 6855-6879, 6900-6949, 6950-6951 (2nd), 6952-6959, 6998-6999, 7000-7070, 7072-7094, 7096-7128, 7130-7224, 7226-7269, 7271, 7277, 7280-7281, 7284, 7286, 7290-7292, 7304-7314, 7316-7320, 7322, 7327, 7329, 7331-7332, 7335.

7337-7339, 7343-7344, 7346-7347, 7349-7359, 7361, 7364, 7366-7368, 7371-7379, 7381-7409, 7411-7441, 7443-7446, 7448-7463, 7465-7466, 7468-7475, 7500, 7502, 7506, 7508, 7512, 7514, 7517, 7530, 8532-7536, 7538, 7539, 7542-7543, 7545, 7547-7549, 7553-7559, 7600-7608, 7617-7621, 7623-7654, 7660-7662, 7664-7670, 7672-7799, 7800-7801 (2nd), 7802, 7803-7805 (2nd), 7812-7814, 7815-7816 (2nd), 7817, 7818-7821 (2nd), 7882, 7823 (2nd), 7824-7825, 7826-7827 (2nd), 7829-7831, 7832-7843 (2nd), 7844, 7845 (2nd), 7846, 7847-7848 (2nd), 7850-7853 (2nd).

7854-7855, 7856 (2nd), 7857-7858, 7860, 7862 (2nd), 7863, 7864-7867 (2nd), 7868, 7869-7870 (2nd), 7871-7873 (3rd), 7874, 7875-7877 (2nd), 7878-7879, 7880-7883 (2nd), 7884, 7885-7887 (2nd), 7888, 7889-7893 (2nd), 7894-7895, 7896-7898 (2nd), 7899, 7900-7902 (2nd), 7903, 7904 (2nd), 7905, 7906 (2nd), 7907, 7908 (2nd), 7909, 7910-7913 (2nd), 7914-7915, 7916-7921 (2nd), 7922-7923, 7924 (2nd), 7925, 7926 (2nd), 7927, 7928 (2nd), 7929, 7930 (2nd), 7931, 7932 (2nd), 7933-7934, 7935 (2nd), 7936-7937, 7938-7939 (2nd), 7940-7943 (2nd), 7944.

7945-7948 (2nd), 7949, 7950 (2nd), 7952-7957 (2nd), 7958, 7959-7961 (2nd), 7962, 7963-7971 (2nd), 7972, 7973-7974 (2nd), 7977, 7978 (2nd), 7979, 7980-7981 (2nd), 7982-7984, 7985-7991 (2nd), 7992-7994, 7995-7999 (2nd), 8000, 8001 (2nd), 8002, 8003-8004 (2nd), 8005, 8006-8008 (2nd), 8009, 8010 (2nd), 8011, 8012-8020 (2nd), 8021, 8022-8024 (2nd), 8025 (3rd), 8026-8028 (2nd), 8029-8030 (3rd), 8031-8035 (2nd), 8036 (3rd), 8037-8039 (2nd), 8040-8048 (2nd), 8049, 8050-8053 (2nd), 8054-8061, 8062-8063 (2nd), 8064-8066, 8067-8077 (2nd), 8078, 8079-8096 (2nd), 8097, 8098-8114 (2nd), 8115-8116, 8117 (2nd), 8118-8119, 8120 (2nd), 8121, 8122-8123 (2nd), 8124, 8125 (2nd), 8126-8127, 8128-8132 (2nd).

8133, 8134-8136 (2nd), 8137, 8138-8140 (2nd), 8141-8143, 8144-8147 (2nd), 8148, 8149 (2nd), 8150, 8151-8153 (2nd), 8154 (2nd), 8155, 8156-8158 (2nd), 8159, 8160-8162 (2nd), 8263-8264, 8266-8269, 8271, 8274, 8276-8280, 8282-8283, 8285-8287, 8296, 8300-8303 (2nd), 8306 (2nd), 8308-8309 (2nd), 8312 (2nd), 8315-8316 (2nd), 8318-8321 (2nd), 8323-8327 (2nd), 8328, 8330 (2nd), 8334-8335, 8336-8337 (2nd), 8338, 8339 (2nd), 8342 (2nd).

8350, 8354, 8368-8369, 8371, 8374, 8376, 8398, 8401-8402, 8405, 8409-8414, 8416-8417, 8421, 8423-8425, 8427-8429, 8430 (2nd), 8431-8436, 8438-8442, 8446-8447, 8449-8451, 8454, 8457, 8460-8466, 8468, 8470, 8472, 8475-8480, 8483-8488, 8491-8493, 8496-8497, 8499-8505, 8507-8510, 8512-8520, 8522-8528, 8530-8533, 8537-8539, 8541-8545, 8547-8548, 8550-8554, 8556-8571, 8575-8576, 8578-8580, 8587-8599, 8600-8604, 8605 (2nd), 8606-8627, 8631-8646, 8648, 8650, 8652-8653, 8656, 8658-8659, 8664-8666, 8669-8670, 8674-8675, 8678, 8683-8685.

8687, 8689-8694, 8697-8699, 8701, 8750-8753, 8755-8756, 8759, 8761-8762, 8765-8771, 8773, 8795-8796, 8798-8803, 8805-8808, 8837, 8839, 8842-8855, 8872-8874, 8880-8903, 8911-8925, 8926 (2nd), 8927-8930, 8941-8951, 8962-9001, 9009-9074, 9075 (2nd), 9076-9111, 9113-9132, 9133 (2nd), 9134-9141, 9150-9199, 9223-9227, 9354, 9365, 9392, 9437, 9444-9446, 9454-9456, 9461, 9463, 9470, 9473, 9476, 9486-9487, 9490-9491, 9500-9583, 9600, 9603, 9607-9608, 9611, 9613, 9633, 9635, 9637-9641, 9643, 9650-9651, 9653, 9658, 9660-9661, 9663, 9665.

9677-9678, 9695-9696, 9698-9701, 9704, 9705, 9716-9717, 9729, 9731-9733, 9735, 9737, 9739-9741, 9743-9746, 9752, 9757, 9758, 9763, 9765, 9770, 9777, 9779-9783, 9787-9788, 9790-9791, 9793, 9796, 9799, 9800, 9802, 9804, 9806-9807, 9809, 9812-9814, 9817, 9824-9826, 9828, 9830, 9836, 9837, 9839, 9841, 9842, 9844-9851, 9855, 9857, 9859, 9902, 9904, 9907-9908, 9910, 9915, 9917, 9920-9921, 9924, 9930-9931, 9933-9934, 9937-9938, 9950-9956, 9999.

Railroad Class	Road Numbers	Former Numbers	HP	Builder	Model	Wheel Arngt.	Tract. Effort	Weight	Date Built	Notes
ERS-20	PCT 7868;7869 7870;(2nd); 7871-7873 (3rd);7874; 7875-7877	— 7887 (2nd); 7888;7889- 7893 (2nd); 7894-7895; (2nd);7878- 7879-7880- 7883 (2nd); 7884;7885-	2000	GM-EMD	GP38	B-B	66,000	264,000	1971	
		7896-7898 (2nd);7899; 7900-7902 (2nd);7903								
ERS-20	PCT 7904(2nd); 7905;7906 (2nd);7907	—	2000	GM-EMD	GP38	B-B	66,000	264,000	1971	
ERS-20	PCT 7908 (2nd); 7909;7910- 7913 (2nd); 7914-7915; 7916-7921 (2nd);7922- (2nd);7922- 7923;7924 (2nd);7925; 7926 (2nd); 7927;7928	— (2nd);7929; 7930 (2nd); 7931;7932 (2nd);7933- 7934;7935 7934;7935 (2nd);7936- 7937;7938- 7939 (2nd)	2000	GM-EMD	GP38	B-B	66,000	264,000	1971	
ERS-20	PCT 7940-7943(2nd); 7944; 7945-7948(2nd); 7949;7950(2nd); 7951; 7952-7957 (2nd);7958; 7959-7961(2nd); 7962; 7963-7971(2nd); 7972; 7973-7976(2nd); 7977; 7978(2nd); 7979; 7980-7981(2nd);8025(3rd); 8026-8028 (2nd);8029- 8030(3rd);	— 7982-7984; 7995-7999(2nd); 8000;8001(2nd); 8002; 8005;8006- 8009;8010 8012-8020(2nd); 8021; 8002-8024(2nd); 8031-8035 (2nd);8036 (3rd);8037- 8039(2nd)	2000	GM-EMD	GP38-2	B-B	66,000	264,000	1972	

Alco DL-701 No. 7654, ex-PRR 8654, at Newark, N.J., in June '76.
Alfred Faella, 939 Adams Ave., Elizabeth, N.J. 07201

ERS-20	PCT 8040-8048 (2nd);8049; 8050-8053 (2nd);8054- 8061;8062- 8063(2nd); 8064-8066; 8067-8077 (2nd);8078;	— 8122-8123 (2nd);8124; 8125(2nd); 8126-8127; 8128-8132 (2nd);8133; 8134-8136 (2nd);8137;	2000	GM-EMD	GP38-2	B-B	66,000	264,000	1973	
8079-8096	8138-8140 (2nd);8097; 8098-8114 (2nd);8115- 8116;8117 (2nd);8118- 8119;8120 (2nd);8121;	(2nd);8141- 8143;8144- 8147(2nd); 8148-8149 (2nd);8150; 8151-8153(2nd)								
ERS-20	PCT 8154 (2nd); 8155;8156- 8158 (2nd); 8159;8160- 8162 (2nd)	—	2000	GM-EMD	GP38-2	B-B	66,000	264,000	1973	

Alco-GE RS-1 No. 9915, ex-PRR 8486, at Newark in '76.
Photograph by Alfred Faella

BS-6	PCT 7800 (1st)	PRR 9220	660	BW	DS4-4-660	B-B	?	?	1948	5
BS-6	PCT 7801-7805, 7807 (1st)	PRR 9001-9008	660	BW	DS4-4-660	B-B	?	?	1949	5,30
BS-6	PCT 7809 (1st)	PRR 9029	660	BW	DS4-4-660	B-B	?	?	1949	30
BS-6	PCT 7810-7811, 7815-7816, 7818 (1st)	PRR 9110-9111, 9115-9116, 9118	660	BW	DS4-4-660	B-B	?	?	1948	5,30
BS-6	PCT 7820 (1st)	PRR 9120	660	BW	DS4-4-660	B-B	?	?	1948	30
BS-6	PCT 7821 (1st)	PRR 9121	660	BW	DS4-4-660	B-B	?	?	1948	
BS-6	PCT 7823,7826 (1st)	PRR 9223,9226	660	BW	DS4-4-660	B-B	48,900	195,650	1948-9	5,30
BS-6	PCT 7827 (1st)	PRR 9027	660	BW	DS4-4-660	?	?	1949	30	
BS-6	PCT 7828,7832 (1st)	PRR 9228,9232	660	BW	DS4-4-660	B-B	?	?	1949	30
BS-6	PCT 7833-7836 (1st)	PRR 9233-9236	660	BW	DS4-4-660	B-B	48,900	195-650	1949	5,30
BS-6	PCT 7837-7841 (1st)	PRR 9037-9041	660	BW	DS4-4-660	B-B	?	?	1949	5,30

Railroad Class	Road Numbers	Former Numbers	HP	Builder	Model	Wheel Arngt.	Tract. Effort	Weight	Date Built	Notes
BS-6	PCT 7842 (1st)	PRR 9023	660	BW	DS4-4-660	B-B	?	?	1949	5
BS-6	PCT 7843 (1st)	PRR 9043	660	BW	DS4-4-660	B-B	?	?	1949	3,30
BS-6	PCT 7845 (1st)	PRR 9025	660	BW	DS4-4-660	B-B	?	?	1949	30
BS-6	PCT 7847-7849 (1st)	PRR 9036,9048-	660	BW	DS4-4-660	B-B	?	?	1949	5,30
BS-6	PCT 7850-7851, 7853,7856	PRR 9020-9021, 9013,9016	660	BW	DS4-4-660	B-B	?	?	1949	5,30
BS-6	PCT 7860-7862, 7864 (1st)	PRR 5960-5962, 5964	660	BW	DS4-4-660	B-B	?	?	1948	5,30
BS-6	PCT 7865 (1st)	PRR 9221	660	BW	DS4-4-660	B-B	48,900	195,650	1948	30
BS-6	PCT 7866 (1st)	PRR 9221	660	BW	DS4-4-660	B-B	?	?	1948	5
BS-6	PCT 7867 (1st)	PRR 9024	660	BW	DS4-4-660	B-B	48,900	195,650	1948	30
BS-6	PCT 7869 (1st)	PCT 7809 (1st)	660	BW	DS4-4-660	B-B	?	?	1949	30
BS-6	PCT 7870-7872, 7875-7876 (1st)	PRR 9210-9217	660	BW	Ds4-4-660	B-B	48,900	195,650	1948	5,30
BS-6	PCT 7871 (2nd)	PCT 7801 (1st)	660	BW	DS4-4-660	B-B	?	?	1949	
BS-6	PCT 7872 (2nd)	PCT 7815 (1st)	660	BW	DS4-4-660	B-B	?	?	1948	
BS-6	PCT 7873 (2nd)	PCT 7803 (1st)	660	BW	DS4-4-660	B-B	48,900	195,650	1949	
BS-6	PCT 7877 (1st)	PCT 7820 (1st)	660	BW	DS4-4-660	B-B	?	?	1948	30
BS-6	PCT 7880 (1st)	PCT 7810 (1st)	660	BW	DS4-4-660	B-B	48,900	195,650	1948	30
BS-6	PCT 7881-7882 (1st)	PRR 9031-9032	660	BW	DS4-4-660	B-B	?	?	1949	30
BS-6	PCT 7883 (1st)	PCT 7816 (1st)	660	BW	DS4-4-660	B-B	?	?	1948	30
BS-6	PCT 7885 (1st)	PCT 7805 (1st)	660	BW	DS4-4-660	B-B	?	?	1949	30
BS-7	PCT 7886-7887, 7889-7893 (1st)	PRR 5596,5617, 5599,5616, 5611-5613	750	BW	DS4-4-750	B-B	?	?	1950	30
BS-7	PCT 7896,7898 (1st)	PRR 8996,8998	800	BLHW	S-8	B-B	?	?	1951	
BS-7	PCT 7900-7902, 7904,7906, 7908,7910 (1st)	PRR 5614-5615, 5602,5604, 5606,5608, 5610	750	BW	DS4-4-750	B-B	?	?	1950	30
BS-7m	PCT 7911-7913 (1st)	PRR 5595,5597, 5600	750	BW	DS4-4-750	B-B	?	?	1950	30
BS-10	PCT 7916-7921 (1st)	PRR 9266-9271	1000	BW	DS4-4-1000	B-B	?	?	1949	31
BS-10	PCT 7928,7930, 7932,7935	PRR 9128,9130, 9132,9135	1000	BW	DS4-4-1000	B-B	?	?	1948	31
BS-10	PCT 7938-7941, 7943,7946-7947 (1st)	PRR 5968-5971, 5973,5946-5977	1000	BW	DS4-4-1000	B-B	?	?	1948	4
BS-10	PCT 7948 (1st)	PRR 9273	1000	BW	DS4-4-1000	B-B	?	?	1949	
BS-10	PCT 7950 (1st)	PRR 5550	1000	BW	DS4-4-1000	B-B	?	?	1950	4
BS-10	PCT 7952 (1st)	PRR 5552	1000	BW	DS4-4-1000	B-B	?	?	1950	30
BS-10	PCT 7953-7957 (1st)	PRR 5553-5557	1000	BW	DS4-4-1000	B-B	?	?	1950	30
BS-10	PCT 7959-7962, 7964-7965 (1st)	PRR 5558-5562 5564-5565	1000	BW	DS4-4-1000	B-B	?	?	1950	30
BS-10	PCT 7966,7968-7970 (1st)	PRR 5566-5570	1000	BW	DS4-4-1000	B-B	?	?	1950	30
BS-10	PCT 7971,7973-7976 (1st)	PRR 5571,5573-5576	1000	BW	DS4-4-1000	B-B	?	?	1950	30
BS-10	PCT 7978,7980-7981 (1st)	PRR 5578,5580-5581	1000	BW	DS4-4-1000	B-B	?	?	1950	30
BS-10	PCT 7985 (1st)	PRR 5585	1000	BW	DS4-4-1000	B-B	?	?	1950	
BS-10	PCT 7986 (1st)	PRR 5586	1000	BW	DS4-4-1000	B-B	?	?	1950	
BS-10	PCT 7987-7990 (1st)	PRR 5587-5590	1000	BW	DS4-4-1000	B-B	?	?	1950	4
BS-10	PCT 7991,7996-7997 (1st)	PRR 9251,9256-9257	1000	BW	DS4-4-1000	B-B	?	?	1948-9	4,30

(Roster continued next month. All notes in a future issue.)

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SOUTH SHORE INTERURBAN, by William Middleton	$11.95	(11.35)
PENNSYLVANIA RAILROAD K-4S, by H.P. Albrecht	$ 3.00	(2.85)
INTERURBAN INTERLUDE, by E.J. Quinby	$ 8.95	(8.50)
PENNSY POWER, by Alvin F. Staufer and Bert Pennypacker	$22.95	(20.90)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	(3.00)
HEADLIGHTS & MARKERS (rail fiction stories)	$ 7.95	(7.55)
MEXICAN NARROW GAUGE, by Gerald M. Best	$ 7.50	(7.15)
AMERICAN LOCOMOTIVES, by John H. White	$25.00	(23.75)
HORSESHOE CURVE AND ALTOONA, by Harry P. Albrecht	$ 4.50	(4.25)
MORRISTOWN & ERIE, by Thomas T. Taber III	$ 6.95	(6.60)
THE ULSTER & DELAWARE, by Gerald M. Best	$13.95	(13.25)
THE COLORADO ROAD, by F. Hol Wagner Jr.	$15.00	(14.25)
NARROW GAUGE TO REDWOODS, by Dickson	$10.00	(9.50)
SUPER POWER STEAM LOCOS, by R. J. Cook	$10.00	(9.50)
SNOWPLOW, by Gerald M. Best	$ 6.00	(5.70)
20TH CENTURY LIMITED, by Lucius Beebe	$ 6.95	(6.60)
THE TRAINS WE RODE, by Beebe and Clegg, Vol I	$17.50	(16.60)
THE TRAINS WE RODE, Beebe-Clegg, Vol II	$17.50	(16.60)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	(5.65)
DELAWARE & HUDSON, by James Shaughnessy	$16.50	(15.65)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 5.95	(5.65)
OPEN THROTTLE (rail-fiction stories)	$ 5.95	(5.65)
STEEL RAILS TO VICTORY, by Ron Ziel	$15.95	(15.20)
GREAT LAKES CAR FERRIES, by George W. Hilton	$ 6.00	(5.70)
THE MA & PA, by George W. Hilton	$ 6.00	(5.70)
THE RUTLAND ROAD, by James Shaughnessy	$11.50	(10.90)
JANE'S WORLD RAILWAYS	$72.50	(68.90)
RIGHT-OF-WAY (Abandoned Roads)	$ 5.95	(5.65)
AMTRAK CAR SPOTTER, edited by Robert J. Wayner	$ 4.95	(4.70)
THE GREAT TRAINS, by Bryan Morgan	$35.00	(33.25)
CHICAGO SURFACE LINES, by Alan R. Lind	$17.50	(16.60)
INTERURBANS OF UTAH, by Ira L. Swett	$ 8.00	(7.60)
THE STORY OF EDDYSTONE (Baldwin Loco Works)	$ 8.95	(8.50)
STEAM ON THE ANTHRACITE ROADS, by Mike Eagleson	$ 6.50	(6.15)
NORFOLK & WESTERN STEAM, by Ronald Rosenberg	$ 6.95	(6.60)

BOOKS of the RAILS

by Gorton T.H. Wilbur

TURBINES WEST, by Thomas R. Lee, 160 pages, 9 x 11½", hardbound, photos, diagrams, roster: T. Lee Publications, $14.95 (Available from Railroad Magazine Book Service.)

TURBINES WEST is a new approach to Union Pacific motive power, but rail fans acquainted with the Overland Route operations remember them well. For years "UP" has been synonomous with heavy tonnage. During the steam era the system developed the unique three-cylinder 9000 class 4-12-2. It was the first road to use the large 4-6-6-4 simple-articulated *Challenger* and then the huge 4000 class 4-8-8-4, *Big Boys*. Still, operations wanted something else—a replacement to steam and the successor to diesels. So in December '38 General Electric outshopped America's first steam turbine electric locomotive. Eleven years later, UP tested the first gas turbine, and three years after that received No. 51, first of the new class for regular service.

For almost 20 years UP, the only railroad to own such power, operated a fleet of them. A total of 59 turbine locos saw service. All of these are shown in the book in fine photography by the author and by Dick Kindig, Don Duke, Paul R. McDonald, and UP public relations, among others. The complete roster should interest turbine fans.

Thomas Lee says: "*Turbines Westward* is probably not the complete story of the turbine locomotive. Many additional photographs and facts of operation will continue to surface . . . but, for the moment, the author hopes that these few pages will help relive the memories of the Union Pacific turbine era."

LACKAWANNA RAILROAD NO. 2, 94 pages, 8½ x 11", softbound spiral binding, with photos, time-tables, maps: published by the author, Edward F. Gardner, $5. (Available from Railroad Magazine Book Service.)

This is Ed's companion book to his *Along the Lackawanna—A Pictorial Review, Vol. 1*. Enthusiasts of the old Delaware, Lackawanna & Western should enjoy this historic pictorial trip from Washington, N.J., to Buffalo, N.Y. It's been a long time since DL&W steam passed through the Delaware Water Gap, eased across the yards at Hallslead, Pa., stopped at the rural depots at Lisle, Tully, Oxford, and West Winfield, N.Y., and hauled passenger trains out of the dowager Scranton, Norwich, and Syracuse stations. It's all there and much

"Long ago and far away." Delaware, Lackawanna & Western Camelback Ten-wheeler No. 1002 stops briefly at Montclair, N.J., in March, 1915. The 1002, built by Brooks in 1900, had 20½x28″ cyl., 69″ drivers, and weighed 179,000 lbs.

Collection of Gorton T. H. Wilbur

more, including Ed's big forte, timetables. Of rare interest is an 1865 Syracuse, Binghamton & New York R.R. employes table, and DL&W Main Line Div. Dec. 17, 1899 No. 2. As Ed aptly puts it, "Much of the material herein are from old original postcards which can never be replaced, plus original old timetables. It is our hope that you will enjoy your journey over the DL&W via this pictorial."

MEMORIES OF A MOUNTAIN SHORTLINE: THE STORY OF THE TALLULAH FALLS R.R., edited by Kaye Caver and Myra Queen, 115 pages, 7 x 10″, softbound, photos, timetables: The Foxfund Press, $4.25. (Available from Railroad Magazine Book Service.)

If you're looking for statistics about power and equipment, or expert use of rail phraseology, it's not here. What you will find are interesting anecdotes and memories of a colorful southern shortline. For 54 years the Tallulah Falls Railroad, known to local folk as "the old TF," ran between Cornelia, Ga., and Franklin, N.C., 58 miles, hauling people, supplies, and mail, and providing jobs in the remote mountain areas it served in northeast Georgia and western North Carolina. Never a huge success, its major freight operations were built around lumber, livestock, and farm produce, as well as supplies for Georgia Power Company's Burton Dam. Still, the good mountain folk had to get from here to there, and the line's 4-4-0 and 4-6-0 were delighted to make these visits possible—until a sad day in 1961 when the old TF up and died.

One of the characters flavoring the book is Will Seagle, who helped build the railroad between Georgia State line and Franklin during 1906 and '07. Says Will: "I'uz drillin' my holes and loadin' down under with powder—what they used was dynamite—and they'uz drillin' t'pour that powder in. It was awful deep. They went t'pourin' the powder in before that fuse went down there and sprung it.

"I started up there, and I looked to see them men a'goin' in the air. When they poured that keg of powder in, why it caught down there. They went t'pour it in too quick—the fuse wasn't out—and it catched the powder when they poured it in. That's what caused it, and they hollered, 'There's a man in the river.' I seed him a'goin' up, but I didn't know who it was. I run and jumped in and got him out. It nearly killed him dead."

Jim Taylor remembers the whistle blowing as the train went down the line. "The train would just go backwards and forwards, backwards and forwards, and blow that whistle. I've been over where Nell Thomas lives, and you could hear it blow for the Highlands Road crossing, and I've caught it in Dillard before it got away. It run pretty fast, it run about 20 miles per hour. I wish it was still going."

Let's have more rural railroading books with direct quotes from oldtimers.

Journals and Publications

CENTRAL HEADLIGHT is edited by A.K. Bush and R.B. Street for New York Central System Historical Society, Inc., Box 11027, Cleveland, Ohio 44110. Here's a good slick newsletter with sharp pix. Of interest to Central diesel fans is Diesel Roster, Part 2, appearing in the magazine's May '76 issue. Overall reading pleasure is found in excerpts from the *NYC Lines Magazines*, April-July 1926. For instance, fifty years ago the first tests were made in the U.S. of two-way radio telephone communication as an aid to freight operation. NYC conducted those tests.

On display at the celebration of the centenary of the chartering of the Mohaw & Hudson, held at Albany and Schenectady, was a newly-developed type of freight locomotive designed largely by NYC engineers. This type, named the Mohawk, represents the best thought and ingenuity of locomotive designs as recorded for the year 1926. The loco was No. 2775, designed for fast freight service, came out of the American Locomotive Co. shops at Schenectady.

WESTERN RAILROADER AND WESTERN RAILFAN, Francis A. Guido, editor-publisher, P.O. Box 668, San Mateo, Calif. 94401, twelve glossy-page interesting issues per year, $3. He's an *Interesting Railfan*, member of R&LHS and various California rail historical societies, and knows his Pacific Coast railroading. Each issue is good reporting and keen pix.

MONON RAILROAD NEWS & NOTES, edited by Mont Switzer and Merle Rice for Monon Society. Monon fandom should enjoy its articles, notes, model section, rosters, pix, and just good memories of a colorful Hoosier railroad of bygone days. Subscription rates are four issues $5. Back copies $1.50 each, postpaid. (Indiana residents add sales tax). Subscriptions inquiries should be sent to Mont at 4670 W. Smith Rd., Medina, Ohio 44256. Controbutions for publication go to Merle, R2, Huntington, Ind. 46750.

THE RAILWAY HISTORY MONOGRAPH, edited by William F. Rapp, with pix, maps, drawings, text: J-B Publishing Co., 430 Ivy Ave., Crete, Nebr. 68333; $6 a year, issued quarterly, $2 single copy. Devoted to railroads, trolleys and interubans.

SWITCH LIST

All ads in this section cost 20¢ a word (minimum 25 words, no maximum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017. Terms: Total remittance must accompany order. Deadline for ads: 15th of third month preceding month of issue. (Example: Jan. issue closed Oct. 15.)

FOR SALE 150 different railroad emblem watch fobs, $2.50 each. Tie-tacs, key chains, tie-clips, $1.75 each. Large belt buckles, $5 each plus 50¢ postage. Send stamp for free list. Dealers write.—Hoovers, 120R Fruit, Peru, Ill. 61354.

STEAM LOCOMOTIVE name and address rubber stamp, $4.95. Figure only, $2.95. Name and address with your selected drawing, $7.95.—Lawson's Rubber Stamps, Rte. 4-RO, Salem, Ill. 62881.

MIKE EAGLESON, 37 Edgemere Ave., Mt. Arlington, N.J. 07856, sells his revised Bicentennial edition of "Southern Steam Specials," $4.95 ppd.; "Steam on the Anthracite Roads," $6.95 ppd.; "Twilight of World Steam," $14.95 ppd.

FOR SALE: Historical Railroad Lanterns book, $6 postpaid. Order from author, A.S. Burkhalter, P.O. Box 41, Winchester, Tenn. 37398.

ROGER ARCARA, 1525 Leland Ave., Bronx, N.Y. 10460, sells reconditioned folding roll-film cameras, sizes 120-620 and 116-616; also reconditioned movie cameras for 16mm and regular 8mm film. Details for 13¢ stamp.

WORLDWIDE RAILROAD & TROLLEY SLIDES, early to modern, selections for fans or collections for business. Retiring after 23 years. $1 for lists, sample; specify roads.—35-Slides, Box 6098, Colorado Springs, Colo. 80934.

BUYING RAILROAD COLLECTIONS and single items. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, dining-car items, lanterns, wax-sealers, calendars, signs, miscellaneous items. Single items and small accumulations purchased by mail. Collections picked up anywhere in the country. Write to Fred Arone, 377 Ashford, Dobbs Ferry, N.Y. 10522.

COLOR DIESEL SLIDES. Thousands to choose from, representing hundreds of major railroads, shortlines, industries. Constantly expanding inventory from across North America. For current catalog and sample send $1 to Porreca, Box 22, Boulder, Colo. 80302.

TIMETABLES—BUY, SELL OR TRADE. Send your want or sale list. SPECIAL—"END OF AN ERA" 1960's system tts, package of various lines, $15 value, $10.—Carl Loucks, 199 Wayland Street, Hamden, Conn. 06518.

DINING CAR CHINA dishes, glasses, linen. Railroad ash trays and paper items. Send SSE for new big list—James McClellan, 1752 S. Wichita, Wichita, Kans. 67213.

SEND LONG SSE for listing of over 60 railroad lanterns. Also switch keys, locks, signs.—Kenneth Palmer, 128 Front St., Port Jervis, N.Y. 12771.

RAILROAD STOCK CERTIFICATES! Catalog plus beautiful railroad stock certificate, $2. Also eager to buy all stock certificates and bonds!—Ken Prag, Box 431R, Hawthorne, Calif. 90250.

NEW YORK CENTRAL, LINES EAST: explore it in the new book *The Water Level Route*. 68 pages of photos, illustrations, and text with a full-color cover. Available at your dealers or direct, $4.95 per copy. (N.Y. residents please include sales tax).—Rochester Chapter, NRHS, Group R, Box 664, Rochester, N.Y. 14602.

WE BUY ALL TIMETABLES, singles or collections; sell timetable grab-bags, $10. Fantastic timetable slip covers, $7.25 for 100 postpaid.—Coval, 21 E. Robin Rd., Holland, Pa. 18966.

NEW YORK CENTRAL 1977 CALENDAR. A different photo for each month, historical dates noted, $2.50 each. (Ohio residents please include 14¢ sales tax.)—New York Central System Historical Society, Inc., Box 10027, Cleveland, Ohio 44110.

WE SELL BEAUTIFUL mint postage stamps and first-day covers depicting railroading. Send for approvals. No obligation. Postage paid.—Stamps Galore, 2409 John, Superior, Wisc. 54880.

TRANSIT CANADA MAGAZINE, Canada's National Journal of Passenger Transport, keeps you informed bi-monthly on all that's happening in Canada's surface passenger transportation scene. One-year subscription (6 issues) costs only $10 in Canada, $12 international ($1 additional per year after Dec. 1, 1976). From Transit Canada Magazine, P.O. Box 503, Oshawa, Ont., Canada L1H 7L5. Send only check or money order.

INTERESTED IN SOUTHERN RAILWAY? Then you should join Southern Railway Historical Society. $5 per year includes quarterly publication. For info send SSE to the SRHS, Box 2761R, Augusta, Ga. 30904.

TELEGRAPH EQUIPMENT COLLECTORS: Want an authentic operating telegraph display? The Vaughan Automatic Telegrapher will let your sounder operate from your cassette player. Includes your cassette of recorded train orders and messages. $16.99 postpaid (except for Iowa and Canada residents who pay $17.50); or send SSE for complete details.—Vaughan Specialty Co., 705 N. 8th Street, Mt. Vernon, Iowa 52314.

PROTECT RAILROAD ITEMS, historical papers, emblems, signs, maps, etc., with clear polyethylene envelopes; 42 sizes to 25x31". Free listing. Samples 50¢.—Nelson, 306-R, Chappaqua, N.Y. 10514.

ALADDIN KEROSENE—electric caboose lamps. Also many other styles of the famous Aladdin Kerosene Lamps and Heaters. 75 watts of non-electric light, convertible to electricity. No pumping; noiseless, odorless, smokeless operation. Parts also available. All discounted 20%. Catalog 25¢.—Country Light, Box 1963—R, Athens, Ga. 30601.

"TURBINES WESTWARD." The story of the Union Pacific's turbine era. 160 pages, 300 photographs, roster, drawings, hardbound, $14.95.—Lee Publications, 2804 Goodrich Circle, Manhattan, Kan. 66502.

JOHN EDWARD MOFFAT, Box 101, Oxford, N.Y. 13830, has duplicate timetables, playing cards, and other railroad miscellany from 1960s for sale; very reasonable; no listings.

OHIO traction photographs: Interurban and local lines. LSE, C&LE, OE, Dayton Cleveland/SW, Toledo, Youngstown, Cincinnati, others. Sent in groups of 100 or more on approval; you pay postage both ways. Size 616, 60¢ each. Size 122, $1 each. Enlargements up to size 8x10 for $6 each.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

RAILROAD STATIONERY: Steam, electric, and diesel letterheads designed for your personal stationery. Will draw from your favorite railroad scene or color slide. Samples sent postpaid $1.—MS Travel Films, 6430 Xavier Court, Arvada, Colo. 80003.

NICKEL PLATE PHOTOS. Fourteen 8½x11 photos of the Nickel Plate are in this 1977 NKPHTS calendar. Send $2.50 for each calendar to NKPHTS, P.O. Box 602, Fremont, Ohio 43420.

CAMBRIA'S TROLLEYS: 88 pages, over 80 photographs, 6x9 soft-cover history, $6 plus 40¢ handling.—Ben Rohrbeck, 1003 N. Chester Rd., West Chester, Pa. 19380.

FOR SALE: RAILWAY AGE, 1921-1961 complete, fine condition. Write R.G. Myers, 22 Chapel Street, Canton, N.Y. 13617.

TRADE MY TELEGRAPH EQUIPMENT, or will pay cash for express telegraph badges, signs, banjo signal, mailbag, coal baseburner stove, complete post office street and depot, outside kerosene lamps. Anything Cincinnati, Hamilton & Dayton Railroad.—Terrell Berryman, 360 W. Dearborn, Englewood, Fla. 33533.

MICHIGAN traction photographs: Interurban and local lines. Detroit United, Saginaw, Michigan Electric, Benton Harbor, others. Sent in groups of 100 or more for your approval; you pay postage both ways. Size 616, 60¢ each. Size 122, $1 each. Enlargements up to 8x10 for $6 each.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

MILWAUKEE ROAD steam, diesel, electric duplicate slides for sale. 35¢ SSE for lists.—Tom Marsh, 9238 Neff, Houston, Tex. 77036.

CHARLES CONNIFF, P.O. Box 9686, Jackson, Miss. 39206, sells original color slides of Class 1 and shortline cabooses from roads in South, Southeast, Southwest, Midwest. List 50¢ (SSE large).

THE HISTORICAL SOCIETY OF DUNKIRK, Dunkirk, N.Y. 14048, wishes to secure a steam locomotive. A memorial to Horatio Brooks, founder of the Brooks Works, later American Locomotive Co. Please advise.

FOR SALE: 27 rare emp. tts. of New England rrs. Large album of pictures and postcards of New York & New England RR., 1890 era.—W. Hofer, 41 Maltby Pl., New Haven, Conn. 06513. Phone: 203-865-1752.

SLIDES ON APPROVAL, GG-1's, diesels, trolleys. Originals or duplicates from 1950s. SSE.—Bill Myers, 25-76 41st St., Astoria, N.Y. 11103.

ABOUT 1,000 COLOR, 353 black and white items on my CGW, CMO, and CNW lists available as slides or prints. Send 50¢ to William Eley, P.O. Box 764R, Waukegan, Ill. 60085.

FOR SALE: Fairmont motor car, model M19-E, ex-C&O, operating, restored to nearly new condition, roof, other extras, also trailer set up to haul it to your favorite railroad, $600 firm. Polaroid $1 plus SSE.—John Waite, 1113 Grant St., Ypsilanti, Mich. 48197.

WANTED: Railroad station waiting-room benches in good condition. Also B&A hand lanterns, bunker lamps, other artifacts.—The Depot, Box 152, Dalton, Mass. 01226.

LEHIGH VALLEY PAPER: Blank forms, reports, etc. Large SSE plus 10¢ for list.—HFS, 209 E. Main St., Apalachin, N.Y. 13732.

SALE: Steam, diesel photos of PM, WAB, NYC, C&O, GTW, CV, CNR, CPR, ONR, SOO, TH&B, Erie. List 25¢.—C. Butcher, 8 Coyne, St. Thomas, Ont., Canada N5R 4K8.

$100 REWARD offered by museum for information leading to purchase of unused railroad track, abandoned mainlines, sidings going to gravel pits, mines, grain elevators, factories, etc. Also need steamer and diesel locomotives and cars. Anything rail-related. Phone 1-312-552-8316, evenings, or write N. St., Inc., Box 184, Plano, Ill. 60545.

FOR SALE: 1929 0-4-0 Plymouth switcher, 3′ gauge, 9,000 lbs., gas-powered, friction-drive, chain-driven, 10-pass. dummy tender, 700′ rail, 2 switches, all $3,000.—Wilfred Boyd, 50 Hilltop Rd., Windsor, Conn. 06095.

"PACING Alongside Steam Locomotives": 4449 in Texas and Virginia, doubleheader 1246 and 1278 in Vermont, 4501 in Virginia, 2101 on Norwood Hill and in Altoona; also ex-GTW 4070 and T&P 610. Latest release features long, loud, clear, steady stack-talk. Slow, fast, starts, stops, slips. Brilliant sound on quality screw-assembled one-hour stereo cassette, $6.95 ppd first class. Very special Christmas present. Free gift wrap.—Menkel Sounds, Box 195, Rutherford, N.J. 07070.

"NEW YORK STATE RAILWAYS" by Shelden King; 128-page outline history of trolleys centered at Rochester, Syracuse, Oneida, Utica; 170 photos, 9 maps, rosters, paperbound, $9 postpaid (New Yorkers, sales tax, please).—Whitehall Mail Service, 109 E. First Street, Elmira, N.Y. 14901.

BIND MAGAZINES INTO BOOKS AT HOME. No messy gluing. Illustrated instructions. Send $2.50 to Teeter, Dept. 1010, 6123 W. Hills Rd., Fort Wayne, Ind. 46804.

COLOR SLIDES, Kodachrome custom-made copies. Steam, diesel, trolley, United States and foreign. Sample 40¢.—Charles Parsons, Rte. 4, Box 425, Dunnellon, Fla. 32630.

FOR SALE: Rulebooks, employee tts, obsolete rr. folders, Official Guides, keys and sounders, simplex ticket-cutter, one lantern, many other artifacts. Private collection. SSE for list.—Robert B. Evans, 610 S. Fifth, Effingham, Ill. 62401.

FOR SALE: Reading Company public tts. SSE for list. Specify train (1943 to 1955) and/or bus (1932 to 1964).—Mansley, 7722 Loretto Ave., Philadelphia, Pa. 19111.

WANTED: Station clock, Seth Thomas, Number 2 or 3 regulator; must be original, no reproductions. Would also consider Ball Watch Co. or Howard regulators. I pay cash or trade locomotive builders' plates. Have PRR, B&O, N&W, Ma & Pa.—A.M. Mitchell, 3916 E. Pratt St., Baltimore, Md. 21224.

BUY PERFECTLY DETAILED replica of historic V&T *Reno* as tie-bar or scatter-pin ($3.50 each), lariat ties or key rings ($4.50 each), available in gold and silver finish. Send stamp for handy catalog showing twenty more styles to Replica Mail Specialties, Box 2820, Grand Central Station, New York, N.Y. 10017.

BE THE FIRST IN YOUR AREA. Send large SSE for list of our solid-brass replica nameplates of British steam locomotives. British craftsmanship at its very best.—John Standing, Apt. 2A, 336 E. 50th St., New York, N.Y. 10022.

ORIGINAL DIESEL SLIDES for sale on approval (50¢ cover charge refundable.) Most roads. Too many to list. Also buying collections.—Romano, 3 Nightingale, Edison, N.J. 08817.

23-TON LOCOMOTIVE, General Electric diesel. Excellent condition with new diesel motor and factor-rebuilt traction motor. When new, price was $95,000. Asking $14,500. Delivery available. Phone: 1-312-552-8316, evenings. Write Jim Region, 2 S. Will St., Plano, Ill. 60545.

RAILROADIANA collectors: Enjoy contacting those with similar interests you located from our *Directory*. Read about, look at railroadiana, and take advantage of free ads in the quarterly *Express*. More information for SSE.—Dan Moss, Secretary, Railroadiana Collectors Association, Inc., 405 Byron Ave., Mobile, Ala. 36609.

INDIANA traction photographs: Indiana RR., Northern Indiana RR., Indiana Service, Lafayette S. Ry., Gary Marion, others. Sent on approval in groups of 100 or more; you pay postage both ways. Size 616, 60¢ each. Size 122, $1 each. 5x7, $4.50 each. 8x10, $6 each.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

RAILROADIANA FOR SALE: Send long SSE for list of lanterns, locks, public and emp. tts maps, and misc.—P.J. Templeton, P.O. Box 111, Mendon, N.Y. 14506.

SELLING RAILROAD MAGAZINE from Aug. '72 to present, except Oct. '62, Nov. '68, Jan. '70, June and Oct. '72, Oct. '73; 150 total, $75 plus postage.—Dee Brown, 261 Penn, Denver, Colo. 80203.

SIX RAILROAD SONGS and eight early 1900 folk-songs on C60 stereo cassette taped from old Edisons, $6.95 postpaid. Send SSE for titles.—Claude Crist, Rte. 5, Box 402, Lexington, Va. 24450.

WANTED: Railroad police, express police, and Pinkerton Detective items. Any item, new or old from any above agency. Send description and price.—R. Reedy, 4201 Lee Highway, Arlington, Va. 22207.

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162 RARE POSTCARD VIEWS, passenger timetable of Syracuse and Utica Division, complete 1899 mainline emp. tt., are but a few of the many items you will enjoy in *Lackawanna Railroad*, Vol. 2, Picture of Heart Lake Station on cover. 100 pages, 8½x11, soft cover, plastic-bound book chockfull of rare tts. and postcard scenes you probably never saw before and will probably never see again in one place. Both Vol. 1, *Along The* Lackawanna, and Vol. 2 are available at only $5 each, or $10 for both. Send check or money order today to Ed Gardner, 22 Garden Ave., Mountaintop, Pa. 18707.

RAILROAD BOOKS, 430 titles, brass locos, trolleys, 20% off, *Delaware & Hudson*, $13.90; *Diesel Years*, $11.90. Buying steam loco negatives, SSE for list.—Eberle, Box 212, Southampton, Pa. 18966.

A 40-YEAR COLLECTION of 7,000 snapshots of trolleys and interurbans, no trains, in 27 volumes glossy prints 3x5 and 4x6, 15¢; 5x7, 35¢; 8x10, 75¢. List SSE.—Mrs. Helen Layton, 372 Mill Rd., Rochester, N.Y. 14626.

NESTLE'S RAILROADIANA: I buy and sell all items of railroadiana, predominantly paper goods. Send specific requests with SSE for items desired.—R.D. #2, Greenwich, N.Y. 12834.

AUTHENTIC RAILROAD GLASSES from NYC, B&O, Frisco, ACL, D&H, Erie., dozen assorted only $19. Large color *20th Century Limited* photo, also Pennsylvania Railroad, both only $9. Deck of Soo Line playing cards $4. Santa Fe set two $5.—John Stone, 6810 Chambers Ave., Cleveland, Ohio 44105.

Coming Events

(No charge for listing here)

Nov. 19-Jan. 2: annual Christmas Festival, narrow-gage steam. (closed Thanksgiving and Christmas) Edaville Railroad, South Carver, Mass.

Nov. 20: ex-Southern 4501 to Selma and return for annual Selma Riverfront Market and Trade Day. Contact Heart of Dixie Railroad Club, P.O. Box 254, Birmingham, Ala. 35201.

Nov. 20-21; 27-28: Santa Claus Specials on Morris County Central R.R., Newfoundland, N.J.

Dec. 2-5: Moosonee Trip via high-speed Tempo, Windsor to Toronto, Polar Bear Express to Moosonee, stay overnight at Polar Bear Lodge or Moosonee Lodge at Moosonee. Full trip incl. 5 meals, all luggage (one bag per person), $220, incl. $25 in advance to hold reservation. Lv. Windsor-Walkerville, Thursday 11:15 a.m., return Detroit, Sun., 4:15 p.m. Details from Michigan Railroad Club, Box 586, Detroit, Mich. 48121.

Dec. 4-5; 11-12; 18-19: Valley Railroad Santa Claus rides all trains; gifts for kids. Lv. Essex, Conn., depot 1:15, 2:30, 3:45, 7, and 8:15 p.m.

Dec. 4-5: scenic package tour Denver to Glenwood Springs, round trip via Rio Grande Zephyr. Rail, hotel info from Tom Daniels, Colorado Midland Chapt. NRHS, P.O. Box 824, Colorado Springs, Colo. 80901, or Kenton Forrest, Intermountain Chapt. NRHS, P.O. Box 5181, Terminal Annex, Denver, Colo. 80217.

Dec. 4-5; 11-12: Santa Claus Days, free gifts to kids. Steam-powered Strasburg R.R., Strasburg, Pa.

Dec. 5, 12, 19: Santa Claus Days on trolley, gifts and hot chocolate for kids. Branford Trolley Museum, East Haven, Conn.

Dec. 11: Santa-Shopper's trip, C&NW to Geneva, Ill. Contact Blackhawk Chapt. NRHS, P.O. Box 455, Aurora, Ill. 60507.

Dec. 11-12: Santa Claus Days; kids under 12, with parents, free. Wolfeboro RR., Wolfeboro, N.H.

Dec. 11-12: Christmas Special on Monticello & Sangamon Valley Ry., Monticello, Illinois.

Dec. 18-19: Santa Claus Special on New Hope & Ivyland R.R., New Hope, Pa.

Mid-Dec. to end of March: Winter Wonderland tour each week-end on Algoma Central Ry. Details from Passenger Sales, AC Ry., 129 Bay St., Sault Ste. Marie, Ont. P6A 5P6, Canada.

Jan 22-23: North Shore commemoration week-end at East Troy, Wis. Operations incl. rides on work equipment and locos. Three-car North Shore train for railfans taking pix. $7.50 covers entire week-end, incl. slide and movie programs. Contact Wisconsin Electric Ry. Historical Society, 3412A N. Fratney St., Milwaukee, Wis. 53212.

Feb. 11-19: Winter Rails 77 tour of Scandinavian railroading, incl. possible steam in Denmark. Special program on snow removal and unique, very steep, narrow-gage Flam line in Norway, plus tram museum and subway in Sweden. Write Overland-NRHS, 320 Wisconsin Ave., Apt. 511, Oak Park, Ill. 60302.

Pen Pals Wanted

(No charge for listing here)

Miss Michelle Young (age 24, blonde), Box 324, Ontario, Calif. 91761.

Miss Lourdes N. Filigrinas (age 27), 503-B Padget Compound, Lahug, Cebu City, Philippines, 6401.

Michael Eperz (age 34), 14 Crawford St., Port Jervis, N.Y. 12771, works for ConRail, will correspond with persons interested in any phase of railroading.

Miss Erlinda A. Ruelan (age 27), X-ray technician at Perpetual Succour Hospital, Gorordo Ave., P.O. Box 790, Cebu City, Philippines, 6401.

Miss Patricia Encabo (age 38), 30 V. Rama Ave., Cebu City, Philippines, 6401.

Miss Luz Soronta (age 20), Capitol Sari-Sari Store, M. 0E1E1 St. Capitol Site, Cebu City, Philippines, 6401.

John Cruz (age 16), 60 Harvest Moon Rd., Easton, Conn. 06612.

Miss Gladys Callega (age 21), % Mr. Prospero Romero, 32-C, M. Velez St., Cebu City, Philippines, 6401.

Miss Carided Lao (age 25), Sombria Lawa-an Talisay, Cebu City, Philippines, 6401, sales representative, reads good books.

Miss Virgie Rumano (age 18), 32-G M. Velez St., Capitol Site, Cebu City, Philippines, 6401.

Miss Rosita A. Yongo (age 23), Juana Osmena Ext. Gochan Hill, Cebu City, Philippines, 6401, commercial education, likes cooking, studying, sewing, writing, wants to travel; dislikes liars.

Miss Jovita P. Pepino (age 32), 84-A Tomas Abella St., San Nicolas, Cebu City, Philippines, 6401.

Miss Encabo (age 25), 30-V Rama Ave., Cebu City, Philippines, 6401, interested in handicraft.

Spencer O'Connor (age 20), Salem Rd., Lyme, Conn. 06371, wants to hear from single girls interested in trains and the outdoors.

Miss Marieta Doverte (age 17), Buenavista, Bohol, Philippines, 6310.

Miss Babieh Cubio (age 24), 32-B. V. Rama Ave., Cebu City, Philippines, 6401, student.

Miss Susan M. de los Santos (age 22), % Dr. Bayani Villarza, Maria Luiza State Park, Barilad, Cebu City, Philippines, 6401, likes to read pocketbooks.

Miss Lourdes S. Esquerra (age 26) and Miss Minerva Rondez (23), both Cinderella Dept. Store, Magallenes St., Cebu City, Philippines, 6401. Lourdes enjoys reading and writing. The other girl collects stamps, reads novels.

TRACKSIDE in the DIESEL AGE

by Jim Edmonston

Southern Pacific roadmaster, J.L. Licon (with walkie-talkie) directs unloading of quarter-mile lengths of ribbon rail near Crescent Lake, Ore., for use in the Oregon Division's 1976 rail replacement program. Gang foreman H.E. Allen (aboard train) keeps watchful eye on unloading process. SP division expects to install twenty-five miles of new rail this year.

Bob Ottman, editor of Southern Pacific Bulletin

CHICAGO & NORTH WESTERN was the first road to take delivery of EMD's newest model, the GP-15-1—a 1500-hp "little geep," or "geepet." It looks much like the older GP-38, except for the prominent stacks, shorter length, and "tunnel" air intake system with fans arranged to pull air from a low intake opening. Missouri Pacific also has GP-15-1's in action. Those on C&NW are low 4400-series; MP's are 1550 and up. Steve Reid, 3516 W. 101st Street, Leawood, Kan. 66206, caught MP 1555 and 1563 on a freight east of Kansas City on August 23rd. The Oelwein, Ia., *Daily Register* for July 3rd carried a photo of C&NW 4404 and a string of her sisters in Illinois at EMD's LaGrange plant. C&NW will scatter them system-wide, officially.

AMTRAK'S experimental electrics, Swedish (ASEA) X995 and French X996, are operating in the Northeast Corridor. John R. Warrick, P.O. Box 82, Brewster St., Browns Mills, N.J. 08015, saw the X995 coupled to Amtrak test car No. 20 in Wilmington, Dela., on 8/14. Also at Wilmington Shops was GE E-60 No. 975, which suffered fire damage at Aberdeen, Md., some time ago. John says the damage is extensive. Anybody know what happened?

A strange sight in Wilmington is always the Shop Switcher, which is GG-1 4846, cut exactly in half, producing an end-cab electric with a B-6 wheel arrangement. The cab's end has been sealed off and a bay window provided for the engineer. Seems they should also number her 2423 to make the chopping complete. What happened to the other half?

EMD has put their other experimental electric, the GM-10B, on rails at LaGrange. It rides on B-B-B trucks (three four-wheel) and is a horrendous-looking monster. At last report, the C-C GM-6C was still running out of Harrisburg, Pa.

JOE JACK, Box 136, Ambridge, Pa. 15003, reports seeing Railway Equipment Co. Alco S-2 No. RE-1003 moving through Conway Yard the first week of August. It had moved off the Pittsburgh & Shawmut and was destined for another user in Alexandria, La. The RE Co. leases their power to various firms, so there's no way of telling where any given unit was working last. However, Alexandria fans will soon be seeing her.

ConRail also moved 10 dead EL units to Altoona (a reverse of the old "Prosperity Special"), reportedly for scrapping. These were S-2's, RS-3's, and E-8's. Numbers were: 526, 532, 542, 815, 826, 827, 917, 952, 1036, and 1053.

A NEW RAILROAD, the Octoraro Railway, Inc., will operate Penn Central's former Octoraro branch from

Penn Central U-33C No. 6548 leads a U-25B and two GP-40's through new snow into Ivorydale, Ohio, with a northbound coal drag off the L&N, in Feb. 1974. Loco was one of batch of 20 U-33C's ordered by PRR in '68, but came lettered PC.

Photograph by Jim Edmonston

General Electric test-beds 301-304 were built as U-30B's, then went to U-33 and U-36 (301 was reportedly rated at 4000-hp for a time to test new "FB" trucks), finally was derated to U-30B's and sold at 3000-hp. Nos. 304-302, in U-33B/U-36B appearance, sit in Weehawken, N.J., May '69, demonstrating on the PC.

Photograph by Jerome Rosenfeld

New GP-15-1 on Missouri Pacific. 1555 and 1563, non-turbocharged 1500-hp "Geepets," highball east of Kansas City, Mo., on Aug. 23, '76 with older, rebuilt GP-9. Units are deep blue with white stripes and large numbers carrying tiny MoPac on cab with eagle. New air-intake, first used on SP tunnel units.

Steve Reid, 3516 W. 101st St., Leawood, Kan. 66206

Wawa to Nottingham, Pa., and south to the Maryland state line, in all 36 miles. No mention of motive power, but reporting marks are ORI. An outfit called Foreman Brothers, Inc., has shown interest in taking over the East Washington Railway, or at least determining what help might be needed to keep it open. Possibly they can save the little line, with its mint-condition RS-1 and Whitcomb 65-ton humpback, (the GE 45-tonner was sold). B&O's application to abandon part of its Lake branch (Warren—Painesville) from North Warren to Chardon, has been dismissed.

JOHN KUNIS of Cumberland, Md., sent me some interesting clippings from papers in his city, the *News* and *Sunday Times*. The *News* for August 18th had a story about the B&O Museum in Baltimore and the C&O refurbishing three steamers for display there. Tom Johnson of Chessie System public relations says there is no way for any of the three to be made operational (Tom, they said that about SP 4449, too), but externally they will be in good shape for display. Locos are (2-8-4), a Greenbrier (4-8-4), and an H-6 Mallet (2-6-6-2).

The *Sunday Times* for 8/15 reported that AFT Freedom Train No. 1 (ex-RDG T-1 4-8-4 on AFT) had almost run out of coal in New London, Conn., due to West Virginia coal strike, but was rescued by Northeast Utilities, which had stocked up on coal in the 1973 oil crisis and never used it. However, the Northeast coal had a 2.2 percent sulfur content—above the 1.5 limit for educational and historical demonstrations such as the Freedom Train. But again red tape was cut. A DEP air-compliance engineer figured that if 40 tons of Northeast coal were mixed with the 30 tons remaining in AFTX's tender, no violation would result. So ConRail and the Central Vermont (which serves Northeast Utilities) moved the T-1 to the coal. Then all was right with the world—until No. 1 kicked up her heels and derailed near New Haven, causing train to be late arriving at Wallingford.

THINGS are getting back to normal in Cincinnati, my home town, after the coal strike, although the influx of strange power on ConRail has levelled off. We did have SP&S (Burlington Northern) RS-3 4070 here in early September. A blue ConRail SDP-45 (ex-EL) left later, but no number was reported. A Precision National GP-7, No. 1507 (ex-Florida East Coast) was delivered to ConRail by the Louisville & Nashville. I saw L&N unit U-30C No. 1499, painted in the special "XR" scheme when delivered but now standard L&N gray.

B&O had another wreck on the St. Louis Division; this time an eastbound derailed right inside the Monsanto Chemical complex in Addyston, Ohio. A carload of scrap paper caught fire right up against a storage area for drums of dangerous chemicals, but the blaze was quickly doused by both Addyston and Monsanto firemen.

Amtrak had a slight derailment of a baggage car, which forced them to leave it and the rest of the train behind in Cincinnati while the forward section rolled on to Chicago. Amtrak also was robbed of $500 by someone who jim-

Northbound freight on New Zealand Government Railways pulls out of Timaru, heading for Christchurch on Dec. 31, '75. Train powered by DJ class No. 1224, and FG class No. 780.

Photograph by William T. Morgan

Four Southern GP's Nos. 2883, 2745, 2641, and 2582 being made ready on new fuel and wash track at Greenville, S.C., on April 18, '76, for overnight trip on No. 159 to Atlanta, Ga.

Curtis C. Tillotson, Jr., College St., Oxford, N.C. 27565

Branford Railroad's new red, white, and blue SW-1001, as yet unlettered or numbered, goes to work for parent New Haven Trap Rock Co. on private rails out of North Branford, Conn. She'd been two days on job when photo was taken Aug. 20, '76, and is said to be only true Bicentennial loco in Connecticut.

J. Pitts, 81 Robinwood Rd., Hamden, Conn. 06517

mied the cash drawer while the station agent was outside helping passengers.

MISSING from the numerous reports of ConRail sightings are those Lehigh & Hudson River C-420's. They seem to have been swallowed up. But the indefatigable Choo Choo Charlie of Pine Top Trail, Bethlehem, Pa. 18017, tells me that six of them have been working on the former Lehigh & New England lines in his area. These are 21, 22, 23, 24, 27, and 28. No. 28 carries "CR 2076" on her cab and in her number boards, but otherwise is unchanged. All others are unchanged from LHR days. Charlie says No. 28 left the area recently for parts unknown, probably returning to Phillipsburg and former L&HR territory.

Ben Helsel, 306 Lewis St., Harrisburg, Pa. 17110, adds to the list of ConRail Blue units: 7177, 7832, 4605, 6694 (ex-EL SDP-45), 9424 (ex-RDG SW 1001), and ex-Penn Central SW-1's 8513 and 8514. Both Enola terminal and Harrisburg see plenty of units in pre-ConRail schemes, with emphasis on high-hp units such as SD-45's, U-33's, and U-36C's. The Delaware & Hudson, now running its own trains into Harrisburg, uses five-unit sets of GP-39-2's and C-420's. Some GP-39-2's are still in Reading colors and numbers. Rutherford Yard sees both N&W and Chessie System power up from Hagerstown. Both B&O and Western Maryland units are used indiscriminately on Chessie trains. ConRail transfers out of Enola to Rutherford are given anything available from GP-9's up to SDP-45's.

JERRY ROSENFELD of Dumont, N.J., as of August 29th hasn't spotted a ConRail blue unit, but observes a lot of action in his area. The Speno ballast-cleaning train was in Orangeburg, N.Y., on 8/29, with Penn Central RS-11 No. 7645 as power. Turbo service did start on ConRail's Hudson River line from Grand Central Terminal to Renssalaer, N.Y. Eventually its seven 5-car trains will be in service between N.Y.-Renssalaer-Syracuse. Jerry says that the New York City Fire Department won't let Turbos with filled fuel tanks be stored in the tunnel under Park Avenue, although FL-9's were stored there with fuel in the past.

New Turbo equipment is sub-lettered "New York State Dept. of Transportation," which financed them. D&H's connecting *Adirondack* was supposed to come off on September 8th, but will operate for four more years. D&H has requested a Turbo set to run between Montreal and Renssalaer, but as NYSDOT paid for them, this is doubtful, because they were acquired for use in New York State only.

At Camden, N.J., ConRail's Pavonia yard, 8/21, were stored PRSL Baldwins in S-8, S-10, and S-12 models, and both EL and Penn Central RS-3's. Also there was rare-bird PC 9999, the GE 44-tonner leased to Union Transportation Co. of New Egypt, N.J. It was in for a wheel-turning. Also notable are the ex-PRSL GP-38's (2000-2009) and PC 2010-2014) with the "built-out windshield" which allows room for dual controls. These are the only such units on ConRail at this time.

Edward Conklin of St. James, N.Y., reports that the Long Island is buying six more GP-38-2's and thirty-one SW-1001's to replace aging Alco RS-1's and RS-2/3's and allow the sale of C-420's 210-221. The only C-420's left on LIRR after this Fall are 222-229, the last batch, which came on the high-adhesion trucks.

So the roster of roads which ran high-hood C-420's will increase again. Already we have added D&H and the Detroit & Mackinac, both of which got ex-LIRR units. The first unit to be painted Penn Central, SD-40 6080, which was destroyed in a wreck last February but reincarnated as ex-Erie Lackawanna SD-45 No. 3615, renumbered 6080. This figures in the general renumbering of EL SD-45's to ConRail 6066-6099. We hope the new 6080 has better luck.

I LEARN from Norman Perrin, 4503 Arabia Ave., Baltimore, Md. 21214, that he was surprised to see E-33 No. 4605 in ConRail blue, as he had heard the motor would be cannibalized for spare parts. Rumor now has it that 4610, instead, will be used for parts. He wonders: did a Penn Central 4600 ever run? When these electrics were merged into PC from New Haven, the NH 311 was a parts supply, never a PC. Also, how many of them actually carried N&W lettering before their sale to New Haven? As you know, all were originally Virginian engines. Did they go to New Haven in VGN yellow and black?

A CONDENSATION of ConRail power from other sources: Collinwood, Ohio (Cleveland) and Ashtabula are still good spots to view F-units, especially the all-blue F-7 No. 1648. On 8/16 Collinwood showed 53 units on the fuel-rack tracks, including those of ConRail, PC. CNJ, BAR, EL, and Reading, as well as Lehigh Valley units spotted in Cleveland itself.

Huge Alcos wheel ore trains off the Cleveland lake front. So does big GE power. Stanley yard at Walbridge, Ohio (Toledo) had 27 units in the terminal, including PC, ConRail, EL, Reading, Ann Arbor, and Chicago River and Indiana markings. Reading 2703, seen here, is an old Baldwin VO switcher rebuilt by EMD. Walbridge also holds C&O power, SP&S RS-3, EL SDP-45's, most types of Penn Central power.

Frontier yard in Buffalo, N.Y., has much PC Alco power, including S-2, S-4, RS-1, RS-11, RS-32, C-425, C-430, and C-628, plus RSD-5's and RSD-12's. More MoPac GP-35's here. Tifft Street bridge in Buffalo overlooks the South Buffalo RR., which uses S-4's, and the ConRail line, on which was spotted U-36C 6591 in blue.

AL SHADE of Cleveland, watching trains at Warwick, Ohio, relates problems with a B&O grain extra. The train left Willard, Ohio, at 2:30 p.m. with 7421-7428-7528 (two SD-35's and an SD-40) and 89 loads, 11,500 tons of wheat. At Rittman, Ohio, the two trailing units died, the 7428 of a shorted relay and the 7528 from low lube oil pressure. The engineer received an OK to cut off and run 7421 light on track 2 east to Warwick. There he reversed and went west on track 1 to Rittman, where he picked up the yard engine, Western Maryland 6517, a chop-nosed GP-9.

He then continued west to Sterling, where he got 4024 (GP-40) off a Lorain turn. After that he rolled eastbound and got back on his train. Forty minutes later he was in the Warwick yard, telling the dispatcher that the 7421 was now giving fits with her relays and that he was afraid to try taking the train over the grade into Akron, as he didn't feel that 6517 and 4024 could handle it.

They decided to give him the power off a 163-car drag of empty mill gons and leave the 7428 and 7528 at Warwick, to be returned to Willard on Detroit Steel. Al didn't say what power was lifted off the gon train nor what was done with this train. The grain extra departed east at 9:30 p.m. with a very disgruntled engine crew. This may sound like improbably fiction, but it actually happens almost every day on some dense road.

JACK COTTRILL of 731 Hazel St., Akron, Ohio 44305, who is a ConRail fireman presently working a local from Canton to Conway (ED 38/37), reports seeing a vast array of power and paint schemes, including the operating Erie Lackawanna F-7's and E-8's. Jack is a former EL man. He thinks the dispatcher in Conway must be a railfan, for if a loco is interesting, it goes out in the lead (possibly our contributor Joe Jack?). Recently, his local had an A-B-A lashup of PC F-7's (B unit lettered ConRail) all in black. It's hard to work a local from those cabs!

Non-ConRail power which Jack mentions having noted in Conway include Southern GP-38, Grand Trunk (leased to ConRail), SP&S (also leased to ConRail by BN), and the MoPac GP-35's. At Alliance, Ohio, enroute to Mingo Jct. with an ore train, Jack saw an unidentified GP-9, black with a red band and white emblem on the short hood. It was dark; Jack missed the logo. Has anyone seen this engine in Collinwood or Mingo since? Also Mingo-bound was the Cleveland Electric Illuminating unit coal train with GP-38-2's numbered 101, 102, 104, and 107 up front.

JERRY PITTS of 81 Robinwood Rd., Hamden, Conn. 065107, says two blue ConRail units, U-25B 2582 and GP-9 7171 are working Cedar Hill yard outside of New Haven, Conn. No. 7171 has no "Wheels on Rails" logo. Jerry says locals that go out to Meriden or Wallingford from New Haven don't run around their trains for the return trips, but merely come back in reverse, with a green transfer caboose in the lead, or, as Jerry says, in typical ConRail "bass-ackwards" fashion.

Branford Steam Railroad, which is not a tourist line but a quarry operation owned by New Haven Trap Rock Co., has purchased a new EMD SW-1001 in red, white, and blue. The loco is not yet numbered or lettered.

As a "line engine" she will haul 11 loaded hoppers over the 6-mile line from a quarry at North Branford, Conn., to a barge terminal at Juniper Point on Long Island Sound. Two GE 44-tonners work the quarry. The line owns 35 hoppers. All are two-pocket, Rapid-Discharge Aggregate models built by Ortner Freight Car in 1973.

BSR's new Bicentennial loco is the first and only true Bicentennial scheme in the State of Connecticut. The line was featured in *Model Railroader* for Aug. '64. At that time it had three GE 44-tonners and a fleet of 40 triple and quad hoppers with raised slope sheets. The last two steamers ran in 1959; these were 38, a 1912 Porter, and 43, a 1913 Vulcan, both 0-4-0T's.

SOME TIME before Bill Morgan, a *Railroad Magazine* photographer-author, returned to Antarctica and New Zealand, where he now is, he reported that on July 30th the Ventura County Railway's No. 3, a side-rod Whitcomb 45-tonner, was trucked to Chrome Crankshaft Co. in Alhambra, Calif., for scrapping. She was formerly Garden City Western No. 1. The VC now has three GE-70 tonners: Nos. 1 and 4 (in Bicentennial scheme) operating and No. 2 being cannibalized for parts.

IN CANADA, RS-3's are being looked at as CP Rail yard engines—with chopped noses, I assume. Possibly the entire Esquimalt & Nanaimo will be run with 9 RS-3's or RS-10's. Pacific Region also is having trouble with its yard units, which means that 8100's will be replaced with GP-9's when available at Kamloops, Penticton, and Alyth.

At Whiskey Gap, Alta., CNR steamer No. 1392 was used in movie-making. She was pulled into place over light rail by CP SW-1200RS No. 8105.

Units retired include: RS-3 8454, RS-10 8578, and 8590. CP has been ordered by the Canadian Transport Commission to reopen its entire E&N Division. CP 4-6-2 1293 is doing the honors in Vermont, as problems developed with No. 2317. CP has received an OK to abandon the 12 miles between Renfrew and Calabogie, last used in 1970.

On Canadian National, Prince Edward Island may lose its rail service, as most of the recent freight traffic has been going to containers and truckers. The deal with British Columbia Ry. on M-636's fell through. Only six M-636's are running on CNR as this is written. Out of those, Quebec Cartier Mining will get 2301, 2321, and 2331. Seventy-two others are stored in Moncton, Montreal, Toronto, and Winnipeg. The Northern Alberta still has No. 4331, while Montreal-Washington has No. 2523 and 2001 for tests, and the Speno ballast-cleaning outfit has No. 1359.

From G. Wayne Hines of 86 Kaye St., Lower Sackville, Nova Scotia, comes word that the last of the very rare Alco RSC-24's, CP Rail 1800, has been retired and he hears it will be scrapped. No 1800 was the last of the four locos to operate; her run was Bridgewater to Middleton, N.S. She was sent to Moncton after expiring at the Fairview engine terminal. That would be one to preserve. Nova Scotia is now the do-

Mingo Jct., Ohio, is home for many of ConRail's (ex-PC, ex-PRR) six-axle, high-horsepower hoods. Lots of tractive effort is needed to lug ore trains down to Wheeling Steel from ore docks on Cleveland lakefront. U-33C 6555, rests with sister 6544 and U-25C 6519 after ore run in May, 1974.

Lt. Jay Potter, USN, Almy Ct., Apt. 2, Newport, R.I. 02840

main of the rebuilt MR-14's, numbered 1771 to 1787. These were built as Alco (Montreal) RS-18's, but have been derated to 1400 hp and fitted with 6-wheel (A-1-A) trucks.

TWO RUMORS to watch in the Cincinnati area: First, the section of old Penn Central west of Richmond, Ind., that ConRail didn't take is still handling Amtrak's *National Limited* to Indianapolis under some sort of trackage lease deal. I hear that this lease will run out next spring and the National will be rerouted through Cincinnati.

Tieing in with this is a report from the Amtrak agent here that Chessie System has purchased the old Big Four line from Cincinnati to Indianapolis (ex-NYC, ex-PC). I had reports of Chessie System hi-railers inspecting this route but did not expect them to buy it. This, of course, will shed new light on western Amtrak runs from Cincinnati. I'm sure that if Chessie has this line, they will run Amtrak west over it and keep them clear of new Yard X operations in the Millcreek Valley.

WITH ALL the leased power on ConRail and the renumbering task still up in the air, "dispatcher's nightmares" happen every now and then. For instance, two engines numbered 2519 showed up in Ypsilanti, Mich., according to Tom Francis, 702 Railroad St., that city. One was MoPac GP-35, the other a ConRail U-25B.

Bill Pletz, who works for ConRail in Columbus, Ohio, reports an eastbound grain extra with both PC 6103 and ConRail 6103 on it. Not long ago, Penn Central C-628 No. 6303 left bUckeye yard bound for DeWitt, N.Y., coupled nose-to-nose with Reading U-Boat 6303, but just out of Columbus the Alco failed and was brought back in.

And this report might astound you: Just repainted and shopped, U-23b No. 2730 left Collinwood for Columbus and ran all the way in with one traction motor wired backward and the one axle spinning in reverse! Engine was on a "hot" train, too; TV-17, all piggyback. Bet that made a fine fireworks display.

A. MANN, P.O. Box 3, Drummoyne, New South Wales 2047, Australia, has been sending much news from that far-away rail network. Some is shocking. The *Daily Mirror* for August 4, 1976, had a story from Sydney that schoolboys in the Dundas suburbs were playing "chicken" on the tracks at the suburban station there. Two lads kneel with their heads on the tracks, and the one who jumps away first as a train approaches is denounced as "chicken." Commuters waiting to board trains are horrified, and the engineers are taking quite a beating. The kids picked a spot around a blind curve, minimizing the engineer's ability to stop. Transport Minister Peter Cox promised a full investigation.

Carrie Hartman of Camarillo, Calif., gets ready to take last photo of Ventura County 3 at Oxnard, July 13, '76, before loco goes to Alhambra for scrapping.
W.T. Morgan, AG2, OPS/MET Code 30, NAVSUPPFOR Antarctica, FPO San Francisco 96601

Other news of the New South Wales Govt. Railways has it that 40 new diesels are on order. The question of female crews has been raised and is being considered. An experimental disesel-hydraulic unit, No. 7201, rebuilt from a Mountain Class in 1965, ran intc mechanical difficulties at Everleigh Shops and is now reported stored unserviceable.

It is hard for me to deal accurately with units I'm not familiar with. Overseas units sometimes confound me. For instance, I've no idea what an overseas "Mountain Class" is. Hopefully, reporters will supply me with the basics: type of power (diesel, electric, diesel-hydraulic, etc), builder (and which country built in), wheel arrangement (B-B, C-C, 2-C-C-2, Bo-Bol etc), and configuration of unit if possible ("cab unit" of streamlined design, center-cab, end-cab, off-center cab, road freight/passenger, switcher, etc).

A road number is needed if referring to a specific unit, but that road number is really helpful only to a person with a roster or knowledge of the road involved. Usually, standard news stories present very little in the form of railfan info. Photos could help a lot.

WALTER J. HILL, R.D. 1, Box 142, Gouverneur, N.Y. 13642, likes the St. Lawrence Division of ConRail, which runs from Syracuse to Montreal via Watertown and Massena. Its Balmat branch runs out of Gouverneur, serves the mines of St. Joe Minerals and Gouverneur Talc, and is worked by RS-32 Alcos, with Nos. 2032, 2033, and 2039, seen recently. RS-32's also work the Lowville Stub. The branch to Benson Mines out of Carthage is good for 150-car ore trains out of the J&L Steel mines there.

The main line from Syracuse to Massena is worked by all types of power and in all colors, due to the ConRail grouping. Blue U-boats have been seen. Trackage is in rough shape, but ballast crews are at work. Two scheduled freights run each way to Massena, and there are unit trains of Bauxite to Alcoa Aluminum there.

AGAIN we hear from Jim Chekouras, P.O. Box 541, Ashtabula, Ohio 44004. Jim reports a freak accident on the N&W there (ex-NKP), involving Ashtabula City's only ladder truck. The fire truck responded to a warehouse fire across the N&W tracks. A phone requested the N&W to stop all traffic in the area, but one train was past the point of last contact. For some reason, probably lack of time, the hoses were stretched over and not under the tracks, while the ladder wagon was parked not quite clear of the right-of-way. Evidently, nobody thought to flag the N&W, either. An eastbound freight severed the hoses and clipped the extending ladder, doing an estimated $15,000 to $20,000 damage to the 1966 Seagraves.

Reminds me of an incident back in Pittsburgh in the early Sixties when a city fire outfit was fighting flames on the west bank of the Monongahela River with hoses across the four-track Pittsburgh & Lake Erie. Sure enough, right on TV, comes a westbound B&O hotshot with four F-7's, highballing right through the hoses!

GENERAL ELECTRIC in 1967 took their four demo test beds, 301-304, into the shop and jacked up those fuel-rack settings again, fitting the units with larger radiators to provide more cooling capability, and rated them at 3300 hp, or U-33B. Over at EMD, a 3600-hp SD-45 was in production, and GE was involved in another "horsepower race."

EMD's designers are convinced that any horsepower above 3000 on B-B trucks is wasted, due to factors of

adhesion, and therefore no GP-45 was ever offered. But GE continued to test its U-33B's; and in September, 1967, the production U-33B line appeared. First customers were New York Central, Rock Island, Seaboard Coast Line, and the new but ill-fated Penn Central.

Except for internal settings making for higher horsepower, the U-33B is almost a carbon copy of the U-30B. The one big difference is the radiator size, which extended slightly upward and very much outward at the top. The new radiator "bulge" was faired into the hood sides at the front and made flush with the unit's rear, producing a grotesque "T-rail" or "wing" outline when viewed from the rear. This design got the nickname "Flying Nun" radiator from a TV series that was then popular.

The forward fairing was dropped on units built after 1968; this presents a good frame of reference on these units. In January '68 the U-33B grew to U-33C. C's ride on Adirondack or General Steel Castings tri-mount trucks, and, except for length, are exactly the same as B's. Long, low, clean hood, broken only by intakes behind the cab and in the radiator area, rounded-roof cab, small "afterthought" short hood with a rounded nose and prominent brake wheel on the right side, all riding on a massive frame. This is the U-boat design we all recognize. They are the VW's of the locomotive industry as far as design changes are concerned. Only when absolutely necessary is the basic design changed.

The *Second Diesel Spotter's Guide* graphically illustrates this: Milwaukee U-33C No. 8000 was on the erecting floor at GE, ordered as a U-30C, when MILW decided she should be a U-33C. She was converted during production, getting the larger radiators, but MILW class letters on the cab were delivered still reading "30G-RS6," which is 3000 hp. Anybody know if she's been corrected?

U-33C's have been more popular, with sales running double that of the B's. Largest owners are Burlington Northern (units of GN, NP, and SJ Groves included) and SP. Penn Central owns the most U-33B's, and with both PC and EL power combined, ConRail has quite a fleet of both models. Southern has the only high-nose U-33C's, but these units have been stored recently and are reportedly up for sale. SCL ordered its U-33B's on EMD trucks from F-unit trade-ins.

Others ride on either standard GE B-B freight trucks or the new GE "floating bolster" model. The four test beds, 301-304, were beefed up again to 3600 HP rating, with 301 getting a set of "floating bolster" trucks, before all were de-rated to 3000 hp (U-30B) and sold off. The U-33 model isn't common, but in this area we do see the U-33B's and C's of ConRail, plus those U-33C's of SP that come in occasionally on B&O. Southern's units, before storage, were rarely seen here.

ACCORDING to the Association of American Railroads, headquartered in Washington, D.C., 51 new and rebuilt locomotives were placed into service on U.S. railroads last July, compared with 38 last June and 49 in July, 1975. The backlog of locomotives on order and undelivered as of August 1st was 413, compared with 395 on July 1st and 416 on Aug. 1, 1975. The AAR also reported that, taking additions and retirements into account, the fleet of locomotives for major American railroads as of Aug. 1st totaled 27,324, compared with 28,093 on Aug. 1st a year ago and 27,476 last July first.

A Cry for Help

AN ENGINEER working in the Chicago area wrote to *Locomotive Engineer,* the newspaper published by the Brotherhood of Locomotive Engineers, seeking help from vandals. Here is his letter:

Everyday I go to work with misgivings and fear. Gangs of young adults constantly try to derail locomotives and trains. They throw large rocks and bottles and many other objects. The railroad police try to control this, but are spread too thin on the property to be effective. The city police, when called, are slow to respond and appear afraid to enter the area themselves.

Although the tracks are elevated at this point, these young thugs can scale the 18-foot walls with ease. It is not publicized, but there have been many personal injuries among engine and train crews. So far, there has been nothing of a serious nature, but it is only a matter of time until someone loses an eye or even his life, as our brother did on the Grand Trunk Western.

I have tried to be vocal locally. While the yardmasters and trainmasters are sympathetic, it is not stopped. They have equipped my locomotive with Lexon, a plastic window that reportedly is bullet-proof, but a well-placed rock or brick (which they seem to have in plentiful supply) knocks the window and the rubber trim out of the frame.

When you have to work with your cab completely closed in 90-degree weather you can imagine the inside temperatures. I have asked company officials to install a truck-style air-conditioner on the roof of the locomotive cab, but they do not take me seriously. They laugh it off as a joke.

A man should not have to work in fear of his life. I am not a coward, but my stomach rumbles with fear. I respectfully request that you use all the power of the Brotherhood of Locomotive Engineers to compel the carriers and the cities we serve to provide us with protection in order that we may perform our duties safely and to the best of our abilities.

The BLE is formulating a legislative campaign designed to obtain passage of laws to protect rail workers from attacks by vandals. Our Senators and Congressmen should be made aware of the vital need for such legislation. For this reason, every BLE member is requested to report all such incidents, including information on date, time, place, and other pertinent facts to Vice President E. L. McCulloch, National Legislative Representative, 819 Railway Labor Bldg., 400 First St., Washington, D.C. 20001.

CONTINUE sending diesel news to Jim Edmonston at 821 Clearfield Lane, Cincinnati, Ohio 45240 ●

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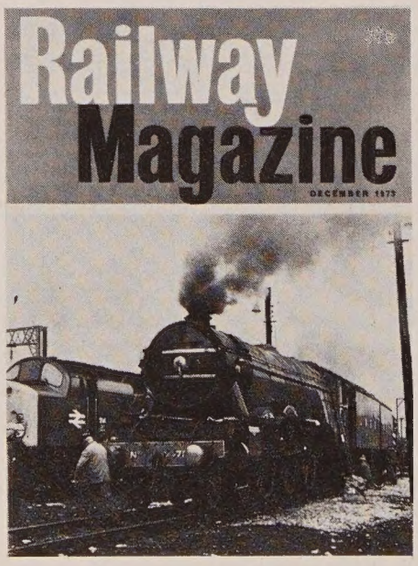

EL 3303, ex-D&H 753, a General Electric U-33C, shown at Hornell, N.Y., Jan. 14, '76. (Back cover)

Photograph by John D. Bartley

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